

General Information Regarding the New Model "S" Winfield Carburetor

Downdraft or updraft The New Model S Winfield affords you a universal carburetor . . . a carburetor that can be used either as an updraft or downdraft . . . a carburetor that will deliver the same high carburetor efficiency on any kind of gas motor, whether it is a truck, bus or passenger car.

The New Finish The Model S is a simple, sturdy and strong instrument. Look at it! Doesn't the design and appearance impress you? The beautiful bronze finish which is used on the die-cast metal will materially enhance the sales appeal. And if it looks good to you now, wait until you get it installed on your car. Then you'll see how fine this new Winfield really is.

A New Catalogue All information pertaining to the new Model S will be contained in a new catalogue to be issued about April 19, 1930. So as to differentiate from the old catalogue, the new cover will be of deep blue. This new catalogue will be registered and in order to receive the new installation sheets as issued, you must register your catalogue with the factory.

New Box Package The new Model S is packed in three separate boxes—a box for the float bowl half; a box for the throttle chamber; and a box for the choke elbow. The label will give the contents of the box, the size of unit and the serial number.

Stock This method of packing has two advantages. You have a nice appearing package for display purposes. Secondly, it permits you to carry a small stock. For instance with a stock of 5 throttle halves; 6 float bowls; 2 idling tubes and bases; 4 air bleeders together with a few special fittings, you will be able to make practically any installation that comes into your shop.

Throttle Package Contains These extra parts are all packed in the same box with the throttle chamber assembly: the choke retaining ring; the adapter flange gasket and the general instruction sheet.

One-eighth inch sizes So as to have accurate carburetion for any size motor, the new Winfield is available in one-eighth inch sizes. This is a great improvement over the former method of stepping up sizes a quarter of an inch at a time. With the old arrangement, you often had a carburetor that was just a bit too small, while the next size was too large. With an eighth inch graduation in size, you can always use the correct size carburetor for any engine. This means another forward step towards accurate carburetion.

Sizes Identified by Letters The new carburetor sizes are designated as follows:
A—1 inch. AA— $1\frac{1}{8}$ inch. B— $1\frac{1}{4}$ inch. BB— $1\frac{3}{8}$ inch. C— $1\frac{1}{2}$ inch.
A, B and C sizes still correspond to the former Winfield practice of designating carburetor size. You merely have the addition of two in-between-sizes designated as AA and BB. For your information, another larger size carburetor will be added later.

New Equipment Numbers In this catalogue, each installation has an equipment number. These equipment numbers designate the carburetor size. For instance:
All equipments in the 1100 series require a 1" or A carburetor.
All equipments in the 1200 series require a $1\frac{1}{8}$ " or AA carburetor.
All equipments in the 1300 series require a $1\frac{1}{4}$ " or B carburetor.
All equipments in the 1400 series require a $1\frac{3}{8}$ " or BB carburetor.
All equipments in the 1500 series require a $1\frac{1}{2}$ " or C carburetor.

To illustrate: Equipment 1403 in your catalogue is for the Chrysler 75, 1929, and Chrysler 72, 1928. The fact that it is in the 1400 series instantly tells you that it requires a $1\frac{3}{8}$ " carburetor.

Truck Equipments Any equipment number prefixed with "TR" signifies a truck installation. The truck installations are kept separately in the back of this catalogue. This is the same method as used in the Model M catalogue.

Throttle Chamber

Throttle Chamber Sizes

The Model S throttle chamber can be used either as an updraft or downdraft installation. In other words, you have a universal throttle chamber.

For the present time, you have five sizes of throttle chambers. There are the A, AA, B, BB, and C. There are two markings on the throttle chamber which will give you the key to the size.

If on the main barrel of the throttle chamber, the reading shows: "S—1—B", the S means model S; the 1 is the factory part number; the B designates the size. Then secondly, you will note that each throttle chamber has its own serial number stamped on the side of the flange face. Suppose the serial number reads: "Ser.—SB 1121". The B designates the size and 1121 which follows is the serial number. You should not have any trouble in identifying sizes.

Remember—You can make either an updraft or downdraft installation with the same throttle chamber.

Float Bowls

Float Bowls Not Universal

Before going into detail about the float bowl be sure to get this one fact straight: the float bowl is not interchangeable. *An updraft float bowl can only be used on an updraft installation. To make a downdraft installation requires a downdraft float bowl.*

On the first casual inspection, all float bowls are the same size. But there is a vast difference in the type of bowl (whether it is updraft or downdraft) and in the actual size of the accelerating wells.

Require Different Bowls for Downdraft

A float bowl made for downdraft use will not work on an updraft installation; and by the same token, an updraft float bowl will not work on a downdraft installation. The float bowls are not interchangeable. Here is the reason for this condition:

Reason the Same Bowl Will Not Work On Different Type Installation

The intermediate accelerating well always supplies mixture to the intermediate side of the throttle chamber. And for your identification, the mixing chamber on the thin side of the throttle is the intermediate side. When you reverse the throttle chamber and make it a down draft instead of an updraft, you reverse the position of the intermediate mixing chamber. Therefore, the accelerating wells in the float bowl must be reversed in order to supply their respective mixing chambers with mixture. The depth and shape of the cored holes in the accelerating wells will not permit the compensators and idling tube to be switched. In other words it requires a different float bowl: *an updraft float bowl for updraft installations; a downdraft float bowl for downdraft installations.*

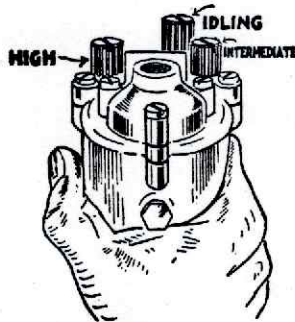


Illustration No. 1
Position of Adjusting Needles on a Downdraft Float Bowl.

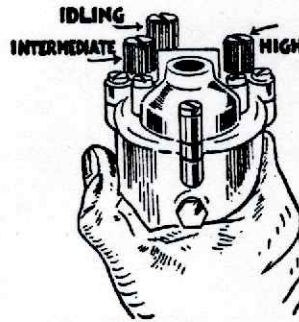


Illustration No. 2
Position of Adjusting Needles on an Updraft Float Bowl.

How to identify Downdraft Float Bowl

For quick identification of a downdraft float bowl, follow this practice: With the float bowl in your *right* hand with flange away from you as pictured in illustrations No. 1 and 2, the position of the idling adjustment screw is always on the right hand side. This tells you immediately that it is for a downdraft installation. Of course, if the idling adjustment screw is on the other side, it is for the conventional updraft installation.

How to Determine Size and Type of Float Bowl

Method of Identifying Size and Type

At the bottom of the float bowl located between the two brass bases is the identification mark for the type of float bowl as well as the size. See illustration No. 3. The interpretation of the stamping "S—20—CU" is as follows: S means model S; the 20 is the factory part number; the C is for size; and the U is for updraft. If there was a D in place of the U, it would signify a downdraft float bowl.

This same method of marking is used in the letter prefixing the serial number on the side of the bowl.

*Float Bowl
Sizes and
Types*

The different float bowl sizes are as follows:

AU—1" updraft	BU—1 1/4" updraft	
AD—1" downdraft	BD—1 1/4" downdraft	
AAU—1 1/8" updraft	BBU—1 3/8" updraft	CU—1 1/2" updraft
AAD—1 1/8" downdraft	BBD—1 3/8" downdraft	CD—1 1/2" downdraft

All float bowls with the mark "U" are updraft. All bowls with the mark "D" are downdraft.

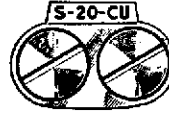


Illustration No. 3
Compensator Base

*How to
Match Float
Bowl and
Throttle Sizes*

A throttle chamber of a given size must have the corresponding size float bowl. It is very important that you pay close attention to float bowl sizes because each size of float bowl has a different set of compensators in it. The following table shows you the correct size float bowl for each throttle chamber:

<i>Size Throttle Chamber</i>	<i>Size and Type Float Bowl</i>
Size A Throttle Chamber requires	(AU Float Bowl for updraft installation. (AD Float Bowl for downdraft installation.
Size AA Throttle Chamber requires	(AAU Float Bowl for updraft installation. (AAD Float Bowl for downdraft installation.
Size B Throttle Chamber requires	(BU Float Bowl for updraft installation. (BD Float Bowl for downdraft installation.
Size BB Throttle Chamber requires	(BBU Float Bowl for updraft installation. (BBD Float Bowl for downdraft installation.
Size C Throttle Chamber requires	(CU Float Bowl for updraft installation. (CD Float Bowl for downdraft installation.

Difference in Compensators, Idling Tubes and Air Bleeders

*Difference in
Float Bowl
Parts*

Each size Float Bowl has a different set of compensators; a different Idling Tube and Base; and a different set of Air Bleeders. Since there are 5 sizes of float bowls, there are naturally 5 different sizes of these parts.

*How to
Identify
Compensator
Sizes*

Each size compensator can be identified by the stamped letter appearing on the bottom face of the high speed compensator; and the intermediate compensator can be identified by the stamped letter appearing on the side.

*Compensator
Diameters*

The diameter of the compensators is different in only three sizes of float bowls. The table for diameter sizes is as follows:

- The diameter of the A and AA compensators is 1/2".
- The diameter of the B and BB compensators is 9/16".
- The diameter of the C compensator is 5/8".

Note:—The diameter of the A and AA compensator is the same; the diameter of the B and BB compensator is the same. But here is the difference: The drillings of compensator holes are different in each size; and the wall thickness is also different.

*Idling Tube
and Base
Sizes*

The idling tube and base for each size bowl is also different. The size is stamped on the base of this part. See illustration No. 3 again. Herewith is a table of sizes.

- A Idling Tube and Base is for the 1" Bowl.
- AA Idling Tube and Base is for the 1 1/8" Bowl.
- B Idling Tube and Base is for the 1 1/4" Bowl.
- BB Idling Tube and Base is for the 1 3/8" Bowl.
- C Idling Tube and Base is for the 1 1/2" Bowl.

*Air Bleeder
Sizes*

Each of the five size float bowls has a different set of air bleeders. The air bleeder size is identified by the drill number appearing on the top face of the bleeder. Herewith is a table of air bleeder sizes:

- No. 30 drill Air Bleeder is used only on the A Float Bowl.
- No. 28 drill Air Bleeder is used only on the AA Float Bowl.
- No. 24 drill Air Bleeder is used only on the B Float Bowl.
- No. 20 drill Air Bleeder is used only on the BB Float Bowl.
- No. 17 drill Air Bleeder is used only on the C Float Bowl.

*How to Make
AA and BB
Float Bowls*

You can make your own AA and BB float bowls, either updraft or downdraft. These bowls can also be ordered from the factory completely assembled and ready to install. We give you the following information on how to assemble these bowls from stock so you may keep your inventory of float bowls down to a minimum.

To make an AA float bowl, take an A Bowl of the proper type—that is either an updraft or downdraft depending on the type of installation required. Remove the air bleeders, the idling tube and base, and both compensators. Replace these parts with corresponding AA parts. This will give you a complete AA Bowl.

To make a BB Float Bowl, take a B Bowl of the proper type—that is, either an updraft or down draft depending on the type of installation required. Remove the air bleeders, the idling tube and base, and both compensators. Replace these parts with the corresponding BB parts. This will give you a complete assembled BB Bowl.

*Float Bowl
Parts to
Carry in
Stock*

In order to make these changes, your factory recommends that you carry a small stock of:

- AA and BB Compensators, both intermediate and high speed.
- AA and BB Idling Tubes and Bases.
- AA and BB Air Bleeders.

Always make doubly sure that you have the right size compensators; the correct size idling tube and base; and the proper size air bleeders in the bowl. Each of these parts are drilled and calibrated differently. And if you get the wrong part in, you will certainly upset the performance of the carburetor.

At the present time, there is no downdraft installation in the A or B size of carburetor. Therefore you do not need to carry any AD and BD float bowls.

The New Carburetor Flange

*Square
4-Holed
Carburetor
Flange*

There is an entirely new carburetor flange on the Model S. It is square and has four drilled holes in place of the conventional two-hole flange. On this new design of flange, the bolt holes are much closer to the center line of the carburetor. This naturally should prevent any warpage of the carburetor flange.

*Adapter
Flanges*

In order to make an installation on the conventional manifold, it will be necessary to use the square adapter flange. This flange adapts to the carburetor and to the engine manifold flange. On some installations it is necessary to use a drop flange.

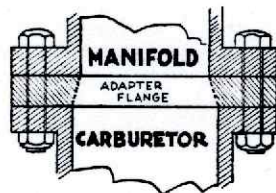


Illustration No. 4
Correct Position of Adapter
Flange
The tapered bore of the flange
and carburetor bore both
match.

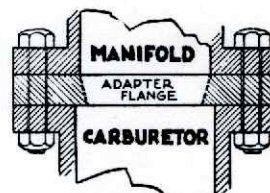


Illustration No. 5
Incorrect Position of Adapter
Flange
The tapered bore of the flange
hole and carburetor bore
do not match.

*The Right Way
to Install
Adapter Flange*

CAUTION—In most cases the cored hole in the adapting flanges is tapered. This taper is necessary in order for the flange to fit both the carburetor and the original manifold. Observe this precaution: when you assemble the adapter flange onto the carburetor, be sure that the bore of the hole next to the carburetor matches the bore of the hole in the carburetor flange. Otherwise, if you get the flange on "up-side down", you will restrict the carburetor venturi and naturally cut down the performance. See Illustration No. 4 and 5.

The New Choke Elbows

*New Choke
Elbows*

Winfield now offers you a new improved choke elbow made from die-cast material. The method of holding the elbow onto the carburetor has also been improved upon.

*What Each Size
Choke Elbow
Fits*

- There are three sizes of choke elbow assemblies:
- S 46A Choke Elbow fits only the A Throttle Chamber.
 - S 46B Choke Elbow fits both the AA and B Throttle Chamber.
 - S 46C Choke Elbow fits both the BB and C Throttle Chamber.

Straight Choke There is also a straight choke elbow No. S-46CF made from cast aluminum. This straight elbow is primarily for use on the downdraft carburetor where it is necessary to retain the Air Cleaner.

S 46CF Straight Choke Elbow fits both the BB and C Throttle Chamber.

Air Cleaners

Adapting Air Cleaner

Many customers want an air cleaner. The new die-cast choke elbow is designed to take the Air-Maze Air Cleaner.

Universal Choking Mechanism

Push or Pull Choke

You will like the universality of these new choke elbows. The choke lever can pull the choke butterfly valve from either direction. The new cable holder which goes with the choke can also be assembled on either side and set at any angle within an arc of 90°. This new improved choke will materially simplify and speed up your installations. See Illustrations No. 6 and 7.

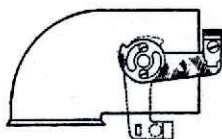


Illustration No. 6
Cable Holder can be set in any position.

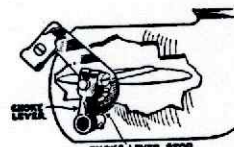


Illustration No. 7
Choke Lever is against stop—butterfly is wide open.

Special Choke Levers

The choke elbow together with the cable holder and standard choke lever will be assembled complete and packed in a separate box. On some few installations, it will be necessary to use a different size and type of choke lever from the one in the package. You can always make sure of the proper choke lever by referring to your equipment sheet in this catalogue.

As a Winfield dealer, you will want to carry a small stock of the different sizes and types of choke levers.

How to Assemble Choke Elbow

When you assemble the choke elbow onto the throttle chamber, be sure that the choke is well centered on the throttle chamber. The mere tightening of the retaining ring will not necessarily center the choke. If the choke is not properly lined up, the lap will restrict the throat of the carburetor. Naturally this will cut down the efficiency because the carburetor cannot get its full volume of air.

Bell Cranks

Bell Cranks

In making the throttle hookup, it is usually necessary to use a bell crank. For your convenience, this bell crank has been assembled and correctly set at the factory. It is part of the throttle chamber assembly.

Some few installations do not require a bell crank. Therefore, you can order Throttle chambers with or without bell crank. The following method of identification has been adopted:

With or Without Bell Cranks

A throttle chamber that has the bell crank assembled on it, carries the letter "X". Thus, SAX means an A size throttle chamber *with bellcrank*. If the "X" is omitted and reads SA, it means an A size throttle chamber *without bell crank*.

In the catalogue, an equipment which does not require a bell crank is specified "without bell crank." Thus: Equipment 1503—Chrysler 77 reads as follows:

1 SC Throttle Chamber Assembly *without bell crank*.

The fact that the X was omitted following the SC signifies *without bell crank*.

All bell cranks may look alike to you. But do not try to interchange these connecting rods. There is a difference of 1/16th of an inch in the length of each rod. Thus a bell crank connecting rod stamped "A" is for use only on an A carburetor. It will not work on an AA carburetor.

Bell Cranks Not Interchangeable

Each bell crank connecting rod is designated in size by the stamped letter which appears on it. There are five different lengths—A, AA, B, BB, and C. *Bell crank connecting rods are not interchangeable.*

*Size Bell
Crank Con-
necting Rods*

If you ever have occasion to take a bell crank off of the carburetor be sure that you re-assemble it correctly. Make sure that you reset bell crank arms at the correct angle. These arms move over a 90° arc. Therefore, at closed position, the angle made by the arm in relation to an imaginary horizontal line drawn through the shaft should be 45°. At wide open, the angle should be 45° above this imaginary horizontal line.

If the bell crank arms are not set correctly, and if the wrong length of bell crank connecting rod is used, your bell crank will bind. Therefore until you are entirely familiar with the bell crank, your factory recommends that you leave it alone.

Assemble Carburetor for Customer

*Assemble
the Carburetor
Complete*

When you receive an order for a specific installation from a customer who is not a regular Winfield dealer, your factory recommends that you assemble the carburetor complete before sending it out. Take from stock any special fittings required and make the complete assembly; this means slip on the proper throttle levers; slip the choke elbow into the retaining ring on the throttle chamber; bolt the float bowl to the throttle chamber. In other words, send the carburetor out all ready to install as specified in the equipment sheet. If you follow this suggested practice, you will find that even the man who is not familiar with the carburetor can install it with perfect ease.

About Converting Standard Undraft Manifold for a Downdraft Installation

Many car owners will want you to convert their engine into a downdraft job. Unless the manifold on the engine has been originally designed for downdraft carburetion, your factory recommends that you leave these special "converting jobs" alone. First of all, you'll waste more time cutting up the old manifold than you can get money out of the job. Secondly, to gain full benefits from downdraft carburetion, a specially designed manifold is really required. Because the mixture flows down-hill, the downdraft manifold is larger in size. This increased capacity means that more volume of mixture can be put into the cylinders. So as a natural result, a downdraft installation on a conventional manifold cannot show any appreciable gain in performance over the standard updraft Winfield installation. You need a special downdraft manifold to get the full value from downdraft carburetion.

The new Model S as a standard updraft will give plenty of pep and power to the car. The owner will not need a downdraft for performance—the updraft Model S has plenty.

But where you have a special designed downdraft manifold such as the factory furnishes you for the Ford, you may unhesitatingly recommend the downdraft job. On these installations you have a manifold designed to get the maximum results from downdraft carburetion.

How to Use the Installation Pictures to Help Sell the Carburetor

Every owner wonders if the job will really work on his car. Secondly, he wonders how it will look. You will find that a picture of the installation on the same make of car as the prospect drives, is the greatest little salesman in the world. Turn to the equipment sheet in the catalogue and show the customer how the installation looks on his car. Get a little technical if you want—explain the throttle action, the choke and all that. The customer will like it, and you will find that it helps get the order.

BULLETIN

FLANGE INFORMATION

Standard S. A. E. Carburetor intake manifold centers are as follows:

1" S. A. E. Manifold.....		2 3/8" Centers
1 1/4" S. A. E. Manifold.....		2 11/16" Centers
1 1/2" S. A. E. Manifold.....		2 15/16" Centers
1 3/4" S. A. E. Manifold.....		3 5/16" Centers
2" S. A. E. Manifold.....		3 9/16" Centers

The Throttle Chamber Flange for the New Model "S" Winfield Carburetor is square and is drilled for four Cap Screws 1/4" S. A. E. The hole centers and Venturi for the various size Winfields are as follows:

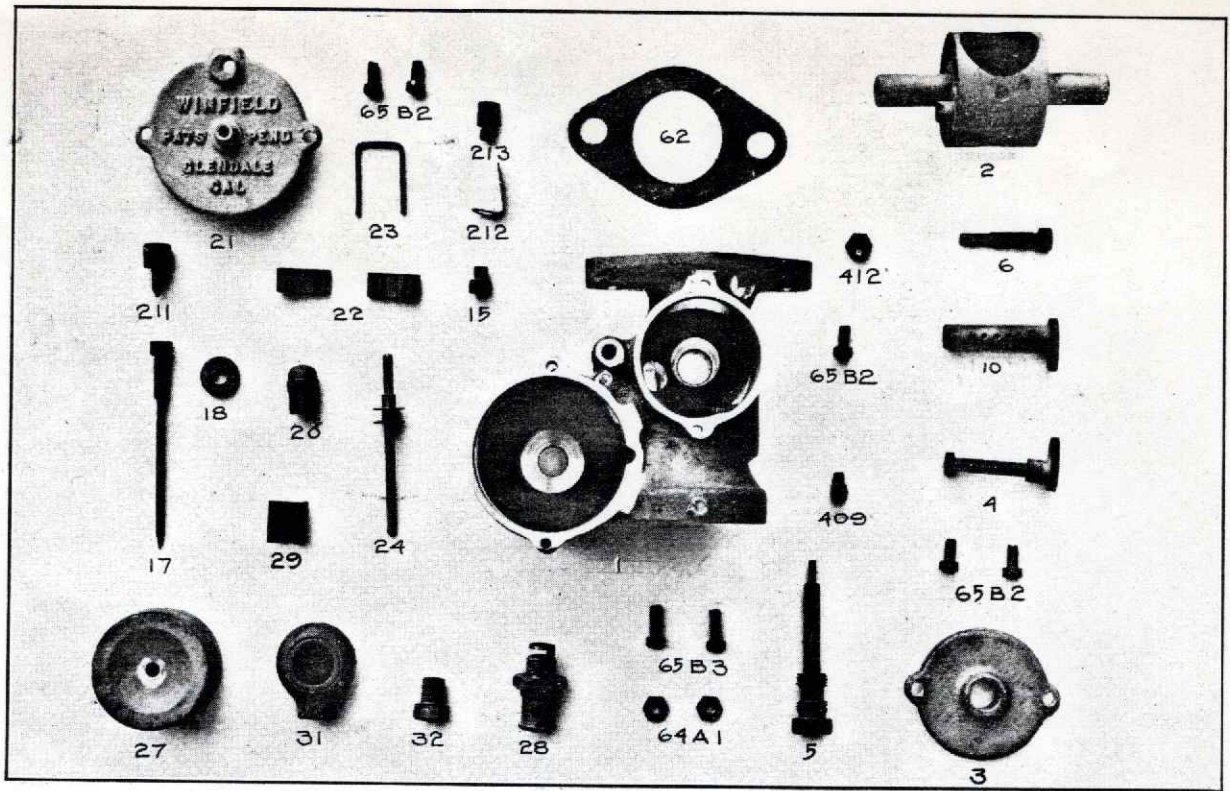
1" SA Carburetor.....	1 7/16" Centers.....	1 1/4" Venturi
1 1/8" SAA Carburetor.....	1 1/2" Centers.....	1 3/8" Venturi
1 1/4" SB Carburetor.....	1 5/8" Centers.....	1 1/2" Venturi
1 3/8" SBB Carburetor.....	1 11/16" Centers.....	1 5/8" Venturi
1 1/2" SC Carburetor.....	1 3/4" Centers.....	1 3/4" Venturi

The following list will show the correct Adapting Flange to use to connect the New Winfield Model "S" Carburetor to the different standard S. A. E. Manifolds:

<p>S51—Flat Adapter Flange—SA Winfield to 1" S. A. E. Manifold with drilled holes for 5/16" studs or cap screws.</p> <p>S61—Drop Adapter Flange—SA Winfield to 1" S. A. E. Manifold where Manifold is tapped.</p> <p>S52A—Flat Adapter Flange—SAA Manifold to 1" S. A. E. Manifold with drilled holes for 5/16" studs or cap screws.</p> <p>S52A1—Flat Adapter Flange same as S52A flange except bored 1/8" diameter for oversize manifold opening.</p> <p>S52B—Flat Adapter Flange—SAA Winfield to 1 1/4" S. A. E. Manifold with drilled holes for 3/8" studs or cap screws.</p> <p>S62—Drop Adapter Flange — SAA Winfield to 1" S. A. E. Manifold where Manifold is tapped.</p> <p>S53—Flat Adapter Flange—SB Winfield to 1 1/4" S. A. E. Manifold with drilled holes for 3/8" studs or cap screws.</p> <p>S53B1—Flat Adapter Flange—SB Winfield to 1 1/4" S. A. E. Manifold with holes tapped 3/8". Flange is tapped for 5/16" studs which will clear 3/8" tapped holes in Manifold.</p> <p>S63—Drop Adapter Flange—SB Winfield to 1 1/4" S. A. E. Manifold where Manifold is tapped.</p> <p>S54B—Flat Adapter Flange—SBB Winfield to 1 1/4" S. A. E. Manifold with drilled holes.</p>	<p>S54B1—Flat Adapter Flange—SBB Winfield to 1 1/4" S. A. E. Manifold. Same as S54B except bored 1 9/16" diameter for oversize manifold opening.</p> <p>S54C—Flat Adapter Flange—SBB Winfield to 1 1/2" S. A. E. Manifold with drilled holes.</p> <p>S54C1—Flat Adapter Flange—SBB Winfield to 1 1/2" S. A. E. Manifold where Manifold is tapped.</p> <p>S64C—Drop Adapter Flange—SBB Winfield to 1 1/2" S. A. E. Manifold where Manifold is tapped</p> <p>S64C1—Drop Adapter Flange—SBB Winfield to 1 1/4" S. A. E. Manifold where Manifold is tapped.</p> <p>S55—Flat Adapter Flange—SC Winfield to 1 1/2" S. A. E. Manifold with drilled holes.</p> <p>S55C1—Flat Adapter Flange—SC Winfield to 1 1/2" S. A. E. Manifold where Manifold is tapped.</p> <p>S57—Flat Adapter Flange—SC Winfield to 1 1/4" S. A. E. Manifold where Manifold is tapped and has 1 13/16" diameter opening.</p> <p>S65—Drop Adapter Flange—SC Winfield to 1 1/4" S. A. E. Manifold where Manifold is tapped.</p> <p>S55D—Flat Adapter Flange—SC Winfield to 1 3/4" S. A. E. Manifold with drilled holes.</p> <p>S55D1—Flat Adapter Flange—SC Winfield to 1 3/4" S. A. E. Manifold where Manifold is cross and tapped.</p> <p>S56D—Drop Adapter Flange—SC Winfield to 1 3/4" S. A. E. Manifold where Manifold is parallel to motor and tapped.</p>
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The above list of adapter flanges covers only the Standard S. A. E. Manifold installations. For special flanges for cars with special manifolds, consult the equipment sheet in the catalogue for the flange required.

NOTE: Be sure and assemble any flat flange with the side next to the Winfield that has the same diameter as the carburetor Venturi. The other side should have the same diameter as the manifold opening. The sizes of the Winfield carburetor venturi openings are given in above table together with flange centers. It is necessary to install the flat adapter flanges correctly. Otherwise, the air flow will be restricted, gasoline condensation will occur, resulting in poor performance and low gas mileage. For example—take the flat adapter flange S-52A which is used to connect the 1 1/8" SAA Winfield to 1" S. A. E. Manifold. The bore through the adapter flange is tapered from 1 3/16" to 1 3/8" diameter. The side with the 1 3/8" diameter is bolted next to the Winfield SAA Carburetor (by means of four cap screws furnished) which has 1 3/8" diameter venturi. The opposite side of the flange has 1 3/16" diameter opening which corresponds to the standard 1" S. A. E. Manifold. The resulting air flow will be smooth with no sharp edges to obstruct or knock down the gas mixture.

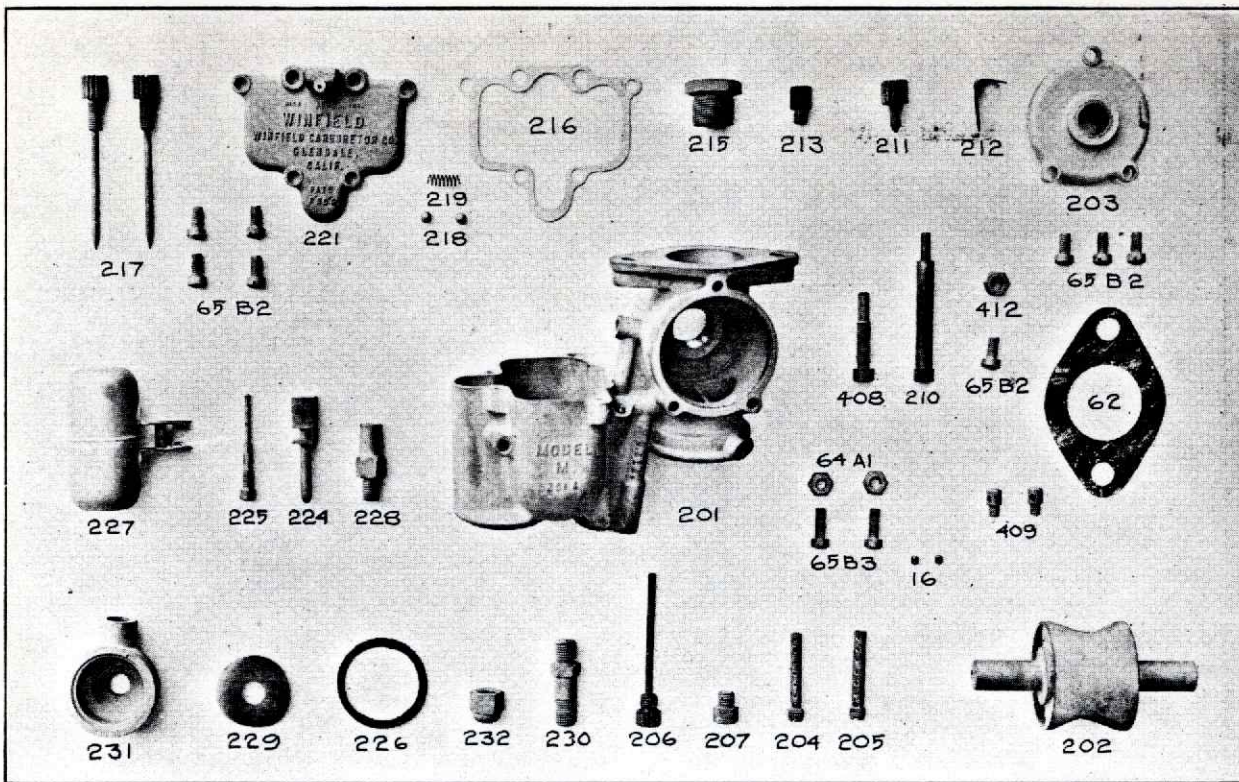


Price List of Parts of Models 4H, 4V, 5H, 5V and 6V Winfield Single Well Carburetors

Manufacture of Model V discontinued March, 1927

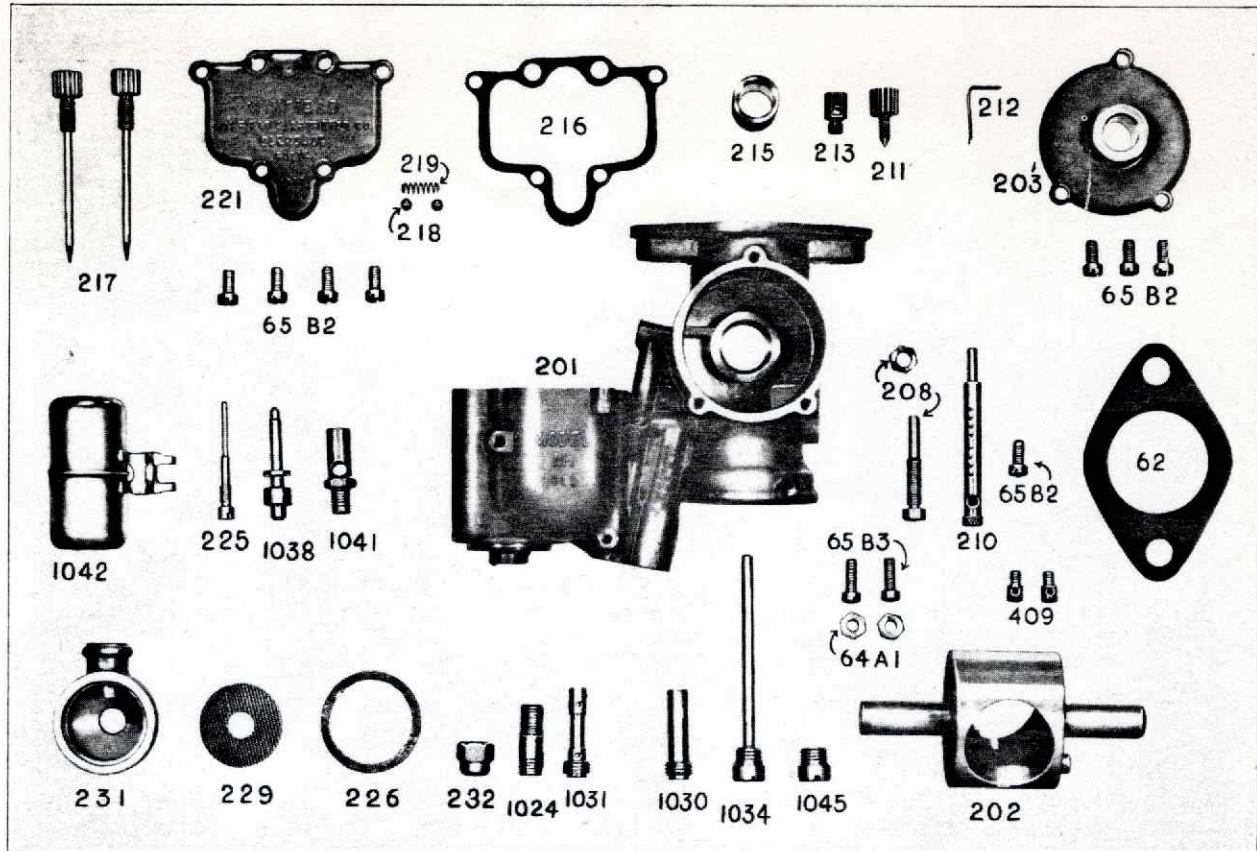
	4V		4H		5V		5H		6V	
	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each	Piece No.	Price Each
Body (Sold only with Throttle).....			1B	15.00			1D	17.50		
Throttle (Not Sold Separately).....	2A		2A		2B		2B		2C	
Throttle Cover.....	3A	1.00	3A	1.00	3B	1.00	3B	1.00	3C	1.00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

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



Price List of Parts for Models MA, MB and MC Winfield Double Well Carburetors, Old Style (Please Give the Serial Number of the carburetor when you order parts.)

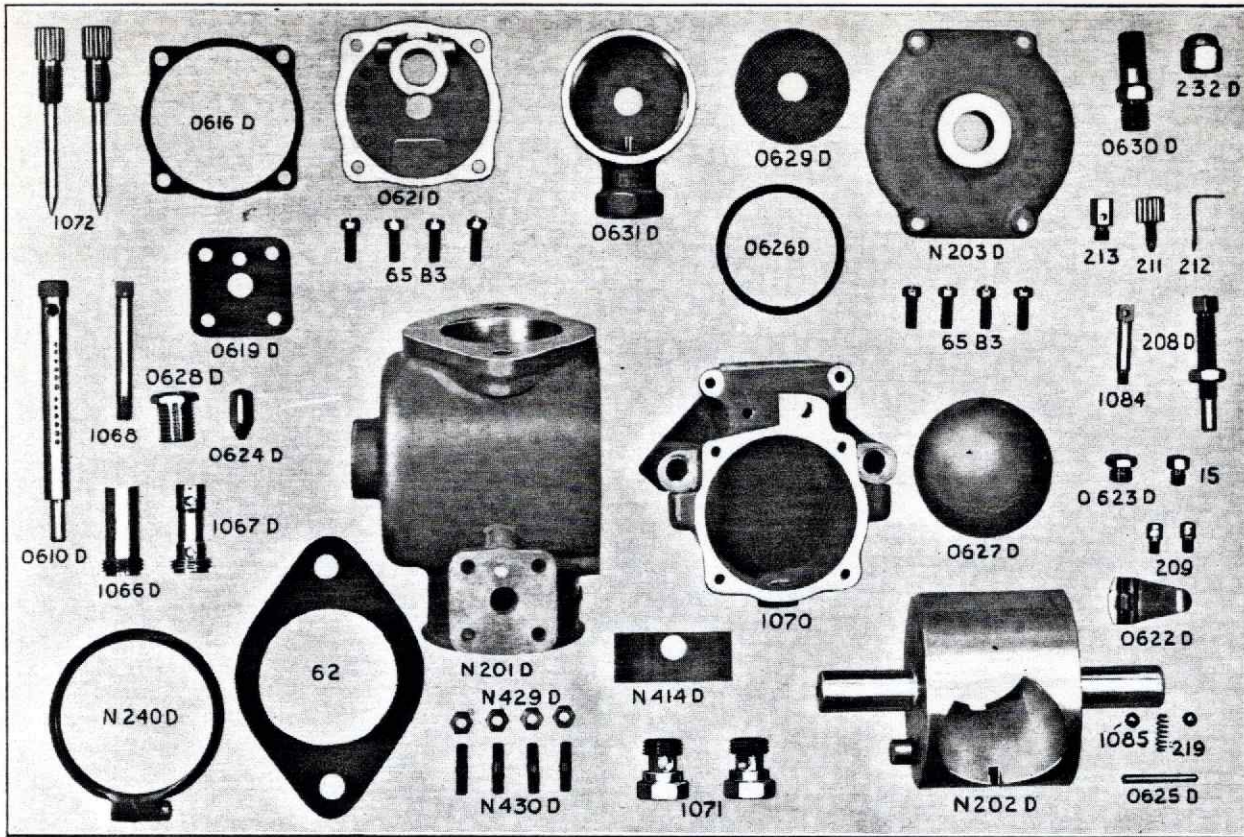
Parts to be used on all carburetors with serial numbers PRIOR to the number noted at the top of the adjoining column	MA 12418		MB 6601		MC 3800	
	Piece No.	Price	Piece No.	Price	Piece No.	Price
Gas Passage Plugs	16	.15	16	.15	16	.15
Choke Retaining Screws and Nuts 64A1 and 65B3 assembled.....	26	.10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



Price List of Parts for Models MA, MB and MC Winfield Double Well Carburetors, New Style (Please Give the Serial Number of the carburetor when you order parts.)

MANUFACTURE OF THIS MODEL DISCONTINUED MARCH, 1930

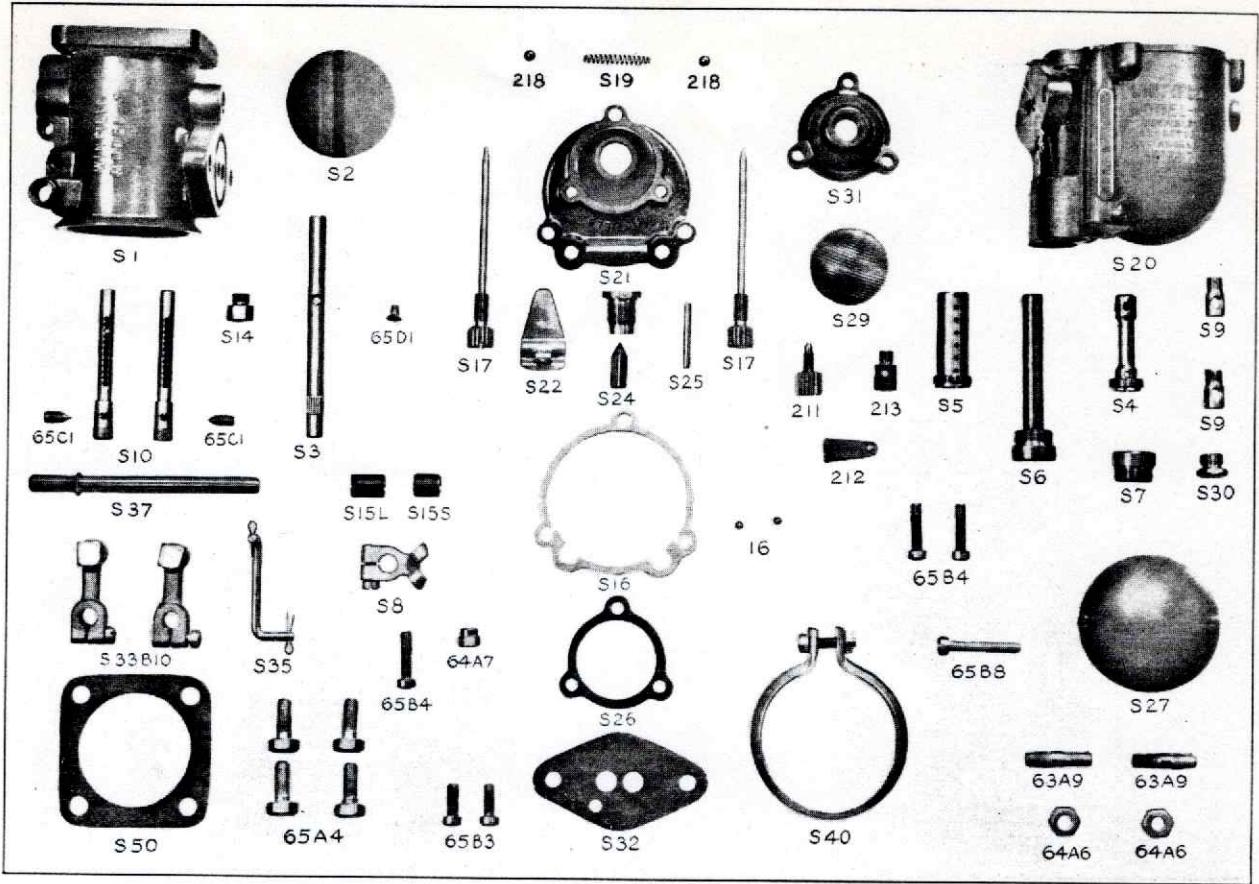
Parts to be used on all carburetors COMMENCING with the following serial numbers noted at the top of the adjoining column.	MA 12418		MB 6601		MC 3800	
	Piece No.	Price	Piece No.	Price	Piece No.	Price
Gas Passage Plugs	16	.15	16	.15	16	.15
Choke Retaining Screws and Nuts 64A1 and 65B3 assembled.....	26	.10	26	.10	26	.10
Flange Gasket	62A	.10	62B	.10	62C	.10
64A1, 10-32 Lock Nuts for Choke Retaining Screws—See No. 26.....	64A1	.05	64A1	.05	64A1	.05
Float Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Throttle Cover Screws 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Spray Tube Retaining Screw 10-32x $\frac{3}{8}$	65B2	.05	65B2	.05	65B2	.05
Choke Retaining Screws 10-32x $\frac{1}{2}$ —See No. 26.....	65B3	.05	65B3	.05	65B3	.05
Body	201A	7.50	201B	10.00	201C	12.50
Throttle	202A	3.00	202B	3.00	202C	3.00
Throttle Cover	203A	1.00	203B	1.00	203C	1.00
High Speed Compensator	1031	.50	1026	.50	1020	.50
Intermediate Compensator	1030	.50	1025	.50	1019	.50
Idling Tube and Base.....	1034	.50	1029	.50	1023	.50
High Speed Compensator Base	1045	.25	1044	.25	1043	.25
Throttle Stop (408) and nut (412) assembled.....	208A	.75	208B	.75	208C	.75
Spray Tube	210A	1.00	210B	1.00	210C	1.00
Idling Valve	211	.25	211	.25	211	.25
Idling Valve Lock Spring	212	.25	212	.25	212	.25
Idling Valve Base	213	.40	213	.40	213	.40
Throttle Bearing (State in ordering whether it is pressed-in-type or screw-type bushing).....	215A	1.00	215B	1.00	215C	1.00
Float Cover Gasket	216	.25	216	.25	216	.25
Adjustment Needles, High and Intermediate.....	217	1.00	217	1.00	217	1.00
Adjustment Valve Lock Balls (Pair).....	218	.25	218	.25	218	.25
Adjustment Valve Lock Spring.....	219	.25	219	.25	219	.25
Float Cover with 218 and 219.....	221	1.75	221	1.75	221	1.75
Float Valve and Collar (This Part 1038 is never sold as a separate item. It is always sold with 1041—the float needle seat. The pair is numbered 1048).....	1038	1.00	1038	1.00	1038	1.00
Float Pivot	225	.50	225	.50	225	.50
Strainer Bowl Gasket	226	.25	226	.25	226	.25
Float Complete with Arm.....	1042	1.50	1042	1.50	1042	1.50
Float Valve Seat (To be used with No. 1040).....	1041A	1.00	1041B	1.00	1041C	1.00
Strainer Screen	229	.25	229	.25	229	.25
Strainer Bowl Stud	1024	.50	1024	.50	1024	.50
Strainer Bowl Tapped $\frac{1}{8}$ Pipe	231A	1.00	231A	1.00	231A	1.00
Strainer Bowl Tapped $\frac{1}{4}$ Pipe.....	231B	1.00	231B	1.00	231B	1.00
Strainer Bowl Nut	232	.40	232	.40	232	.40
Throttle Stop—See No. 208.....	408A	.50	408B	.50	408C	.50
Air Bleeder	409	.20	409	.20	409	.20
Throttle Stop Nut.—See No. 208.....	412	.25	412	.25	412	.25
Body Assembly, comprising the requisite number of each of above parts, ass'm'd, tested	400	17.00	500	21.75	600	26.50



Price List of Parts for 1 3/4", 1 7/8" and 2" Carburetor using Model N Throttle Chamber and 1070 Float Bowl

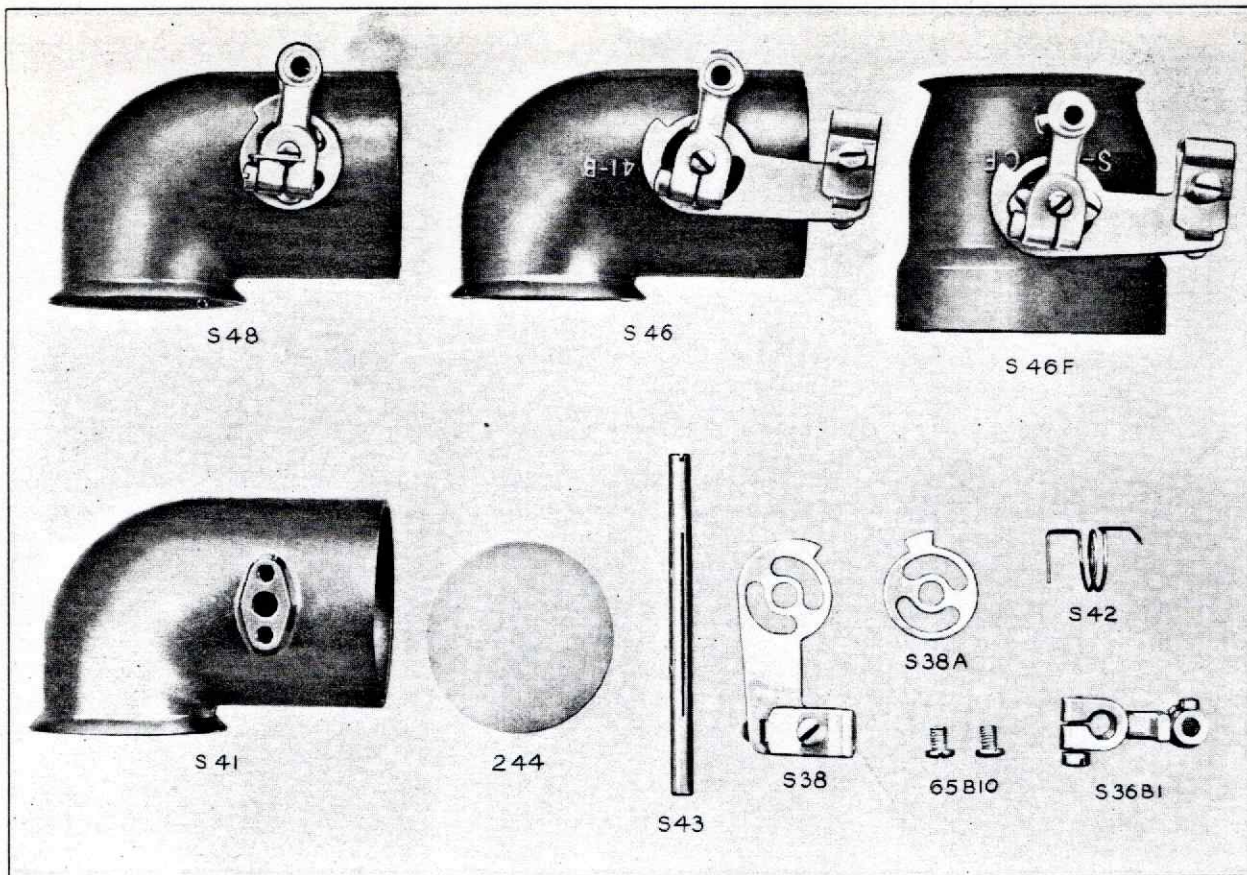
MANUFACTURE OF THIS MODEL DISCONTINUED MARCH, 1930

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



Price List of Parts for Model "S" Winfield

Part No.	Description					
		A	AA	B	BB	C
S1	Throttle Chamber	S1A 4.00	S1AA 5.25	S1B 6.50	S1BB 7.75	S1C 9.00
S2	Throttle	S2A 1.00	S2AA 1.00	S2B 1.00	S2BB 1.00	S2C 1.00
S3	Throttle Shaft	S3A 1.00	S3AA 1.00	S3B 1.00	S3BB 1.00	S3C 1.00
S4	High Speed Compensator	S4A .50	S4AA .50	S4B .50	S4BB .50	S4C .50
S5	Intermediate Compensator	S5A .50	S5AA .50	S5B .50	S5BB .50	S5C .50
S6	Idling Tube and Base	S6A .50	S6AA .50	S6B .50	S6BB .50	S6C .50
S7	High Speed Compensator Base	S7A .25	S7A .25	S7B .25	S7B .25	S7C .25
S8	Throttle Stop	S8 1.00	S8 1.00	S8 1.00	S8 1.00	S8 1.00
S9	Air Bleeder	S9A .25	S9AA .25	S9B .25	S9BB .25	S9C .25
S10	Spray Tube	S10A 1.00	S10AA 1.00	S10B 1.00	S10BB 1.00	S10C 1.00
S14	Idling By-Pass Plug	S14 .25	S14 .25	S14 .25	S14 .25	S14 .25
S15S	Short Throttle Bearing	S15S .50	S15S .50	S15S .50	S15S .50	S15S .50
S15L	Long Throttle Bearing	S15L .50	S15L .50	S15L .50	S15L .50	S15L .50
16	Gas Passage Plug	16 .10	16 .10	16 .10	16 .10	16 .10
S16	Float Cover Gasket	S16 .25	S16 .25	S16 .25	S16 .25	S16 .25
S17	Adjusting Needles High and Intermediate	S17 .75	S17 .75	S17 .75	S17 .75	S17 .75
S19	Lock Ball Spring	S19 .25	S19 .25	S19 .25	S19 .25	S19 .25
S20	Float Bowl	S20A 4.00	S20AA 4.00	S20B 5.00	S20BB 5.00	S20C 6.00
S21	Float Bowl Cover	S21 1.50	S21 1.50	S21 1.50	S21 1.50	S21 1.50
S22	Float Arm	S22 .25	S22 .25	S22 .25	S22 .25	S22 .25
S24	Float Needle Valve and Seat	S24A 1.50	S24A 1.50	S24B 1.50	S24B 1.50	S24C 1.50
S25	Float Arm Pivot Pin	S25 .25	S25 .25	S25 .25	S25 .25	S25 .25
S26	Strainer Bowl Gasket	S26 .25	S26 .25	S26 .25	S26 .25	S26 .25
S27	Float	S27 1.00	S27 1.00	S27 1.00	S27 1.00	S27 1.00
S29	Strainer Screen	S29 .25	S29 .25	S29 .25	S29 .25	S29 .25
S30	Float Level Test Plug	S30 .25	S30 .25	S30 .25	S30 .25	S30 .25
S31A	Strainer Bowl Tapped 1/8"	S31A 1.00	S31A 1.00	S31A 1.00	S31A 1.00	S31A 1.00
S31B	Strainer Bowl Tapped 1/4"	S31B 1.00	S31B 1.00	S31B 1.00	S31B 1.00	S31B 1.00
S32	Gasket between Halves	S32 .10	S32 .10	S32 .10	S32 .10	S32 .10
S33B10	Bell Crank Arm with Swivel	S33B10 .50	S33B10 .50	S33B10 .50	S33B10 .50	S33B10 .50
S35	Bell Crank Connecting Rod	S35A .25	S35A .25	S35B .25	S35BB .25	S35C .25
S37	Bell Crank Shaft	S37 .25	S37 .25	S37 .25	S37 .25	S37 .25
S40	Choke Clamp	S40A .50	S40B .50	S40B .50	S40C .50	S40C .50
S50	Square Flange Gasket	S50A .10	S50AA .10	S50B .10	S50BB .10	S50C .10
63A9	Stud for Carburetor Halves	63A9 .10	63A9 .10	63A9 .10	63A9 .10	63A9 .10
64A6	Nut for Carburetor Stud	64A6 .10	64A6 .10	64A6 .10	64A6 .10	64A6 .10
64A7	Throttle Stop Lock Nut	64A7 .10	64A7 .10	64A7 .10	64A7 .10	64A7 .10
65A4	Flange Cap Screw	65A4 .10	65A4 .10	65A4 .10	65A4 .10	65A4 .10
65B3	Fil. Head Screw for Float Cover	65B3 .05	65B3 .05	65B3 .05	65B3 .05	65B3 .05
65B4	Fil. Head Screw for Strainer Bowl	65B4 .05	65B4 .05	65B4 .05	65B4 .05	65B4 .05
65B8	Fil. Head Screw for Strainer Bowl	65B8 .05	65B8 .05	65B8 .05	65B8 .05	65B8 .05
65C1	Spray Tube Screw	65C1 .10	65C1 .10	65C1 .10	65C1 .10	65C1 .10
65D	Throttle Screw	65D .10	65D .10	65D .10	65D .10	65D .10
211	Idling Valve Screw	211 .25	211 .25	211 .25	211 .25	211 .25
212	Idling Valve Spring	212 .25	212 .25	212 .25	212 .25	212 .25
213	Idling Valve Base	213 .40	213 .40	213 .40	213 .40	213 .40
218	Lock Balls (pair)	218 .25	218 .25	218 .25	218 .25	218 .25



Price List of Parts for Choke Assembly Model "S" Winfield

Part No.	Description	A		AA		B		BB		C	
		Part No.	Price	Part No.	Price	Part No.	Price	Part No.	Price	Part No.	Price
S36B1	Choke Arm with Swivel	S36B1	.75	S36B1	.75	S36B1	.75	S36B1	.75	S36B1	.75
S38	Cable Holder	S38	.25	S38	.25	S38	.25	S38	.25	S38	.25
S38A	Choke Lever Stop	S38A	.25	S38A	.25	S38A	.25	S38A	.25	S38A	.25
S41	Choke Elbow	S41A	2.50	S41B	3.50	S41B	3.50	S41C	4.50	S41C	4.50
S42	Choke Arm Return Spring	S42	.25	S42	.25	S42	.25	S42	.25	S42	.25
S43	Choke Shaft	S43A	.50	S43B	.50	S43B	.50	S43C	.50	S43C	.50
S46	Choke Elbow Assembly	S46A	3.50	S46B	4.50	S46B	4.50	S46C	5.50	S46C	5.50
S46F	Straight Choke Assembly	S46A	3.50	S46BF	4.50	S46BF	4.50	S46CF	5.50	S46CF	5.50
S48	Choke Elbow Assembly	S48A	3.50	S48B	4.50	S48B	4.50	S48C	5.50	S48C	5.50
65B10	Binding Head Screw	65B10	.10	65B10	.10	65B10	.10	65B10	.10	65B10	.10
244	Choke Butterfly	244A	.25	244B	.25	244B	.25	244C	.25	244C	.25

33 SERIES - THROTTLE LEVERS.

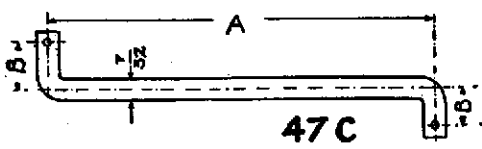
PART	A		PART	A		PART	A	
S 33A	.159"	*2 DRILL	S 33B	.159"	*2 DRILL	S 33C	.159"	*2 DRILL
S 33A1	.191"	*1 DRILL	S 33B1	.191"	*1 DRILL	S 33C1	.191"	*1 DRILL
S 33A2	*10-32	TAP	S 33B2	*10-32	TAP	S 33C2	*10-32	TAP
S 33A3	1/4"-20	TAP	S 33B3	1/4"-20	TAP	S 33C3	1/4"-20	TAP
S 33A4	1/4"-28	TAP	S 33B4	1/4"-28	TAP	S 33C4	1/4"-28	TAP
S 33A5	.221"	*2 DRILL	S 33B5	.221"	*2 DRILL	S 33C5	.221"	*2 DRILL
S 33A6	.257"	F DRILL	S 33B6	.257"	F DRILL	S 33C6	.257"	F DRILL
S 33A7	.290"	L DRILL	S 33B7	.290"	L DRILL	S 33C7	.290"	L DRILL
S 33A8	.316"	O DRILL	S 33B8	.316"	O DRILL	S 33C8	.316"	O DRILL
S 33A9	.281"	K DRILL	S 33B9	.281"	K DRILL	S 33C9	.281"	K DRILL
S 33A10	WITH	S-34A3	S 33B10	WITH	S-34A3	S 33C10	WITH	S-34A3
S 33A11	"	437A	S 33B11	"	437A	S 33C11	"	437A
S 33A12	"	39C	S 33B12	"	39C	S 33C12	"	39C
S 33A1A	.191	3/16" THICK	S 33B1A	.191	3/16" THICK	S 33C6A	.257	7/32" THICK

<p style="text-align: center;">S33E</p>	<p style="text-align: center;">M33G7</p>	<p style="text-align: center;">M33G8</p>
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SLIP JOINT AND CLAMP				BELL CRANK SUPPORT		<p style="text-align: center;">35C1</p>	<p style="text-align: center;">S8</p>	<p style="text-align: center;">36C</p>											
<p style="text-align: center;">34A</p>	<p style="text-align: center;">34B</p>	<p style="text-align: center;">34C1</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>PIECE NUMBER</th> <th>H</th> </tr> <tr> <td>35B1</td> <td>21/64</td> </tr> <tr> <td>35B2</td> <td>23/64</td> </tr> </table>		PIECE NUMBER	H	35B1	21/64	35B2	23/64	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>PIECE NUMBER</th> <th>C</th> </tr> <tr> <td>36C</td> <td>257</td> </tr> </table>		PIECE NUMBER	C	36C	257		
PIECE NUMBER	H																		
35B1	21/64																		
35B2	23/64																		
PIECE NUMBER	C																		
36C	257																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>PIECE NUMBER</th> <th>A</th> <th>PIECE NUMBER</th> <th>A</th> </tr> <tr> <td>34A1</td> <td>13/64</td> <td>34B1</td> <td>13/64</td> </tr> <tr> <td>34A2</td> <td>17/64</td> <td>34B2</td> <td>17/64</td> </tr> </table>		PIECE NUMBER	A	PIECE NUMBER	A	34A1	13/64	34B1	13/64	34A2	17/64	34B2	17/64	<p style="text-align: center;">35B</p>		<p style="text-align: center;">35B</p>			
PIECE NUMBER	A	PIECE NUMBER	A																
34A1	13/64	34B1	13/64																
34A2	17/64	34B2	17/64																

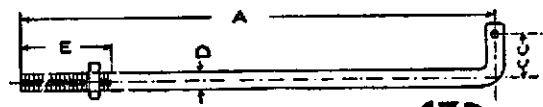
<p style="text-align: center;">S-36</p>	<p style="text-align: center;">38C</p>	<p style="text-align: center;">39A</p>	<p style="text-align: center;">39C</p>								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>PART</th> <th>A</th> </tr> <tr> <td>S-36B1</td> <td>.0860"</td> </tr> <tr> <td>S-36B2</td> <td>.1405"</td> </tr> <tr> <td>S-36B3</td> <td>.1910"</td> </tr> </table>		PART	A	S-36B1	.0860"	S-36B2	.1405"	S-36B3	.1910"	<p style="text-align: center;">38C1</p>	<p style="text-align: center;">39B</p>
PART	A										
S-36B1	.0860"										
S-36B2	.1405"										
S-36B3	.1910"										
		<p style="text-align: center;">42A</p>	<p style="text-align: center;">42B</p>								

THROTTLE RODS



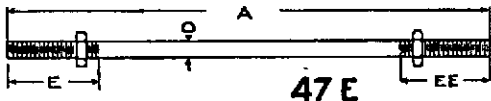
47C

PART	A	B
45C4	15"	1/2"



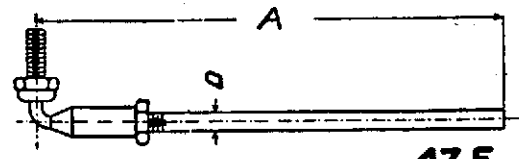
47D

PART	A	E	CC	D	THREAD
47D4	12	7/8	1/2	3/16	10-32
47D10	8 3/4	7/8	1/2	3/16	10-32
47D11	12 3/4	7/8	1/2	3/16	10-32



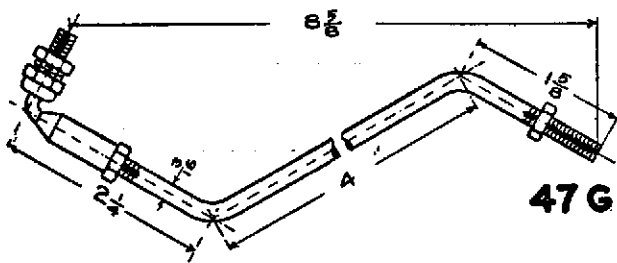
47E

PART	A	E	EE	D	THREAD
47E2	5 1/2	7/8	7/8	1/4	1/4-28
47E3	6 1/2	7/8	7/8	3/16	10-32
47E6	13	7/8	7/8	1/4	1/4-28
47E7	7	7/8	7/8	1/4	1/4-28
47E8	9	7/8	7/8	1/4	1/4-28
47E9	5"	7/8	7/8	3/16"	10-32
47E10	7 1/2"	7/8	7/8	3/16"	10-32
47E11	3 1/2	7/8	7/8	3/16	10-32

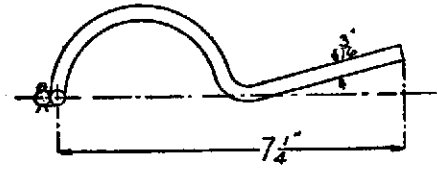


47F

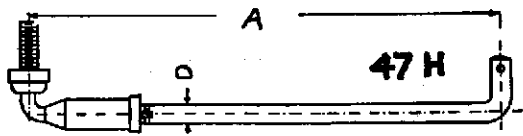
PART	A	D	PART	A	D
47F1	9 3/4	3/16	47F4	8 1/4	3/16
47F2	12 3/4	3/16	47F5	16	3/16



47G

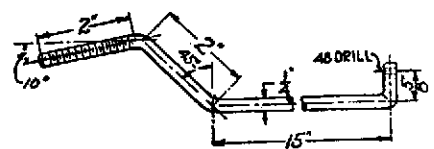


47K1

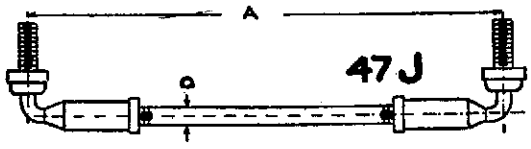


47H

PART	A	D	PART	A	D
47H	5 3/4	3/16	47H8	8	3/16
47H3	17 1/2	3/16	47H9	4 3/4	3/16
47H5	20 3/4	3/16	47H10	10	3/16
47H6	22 3/8	3/16			
47H7	12 1/4	3/16			

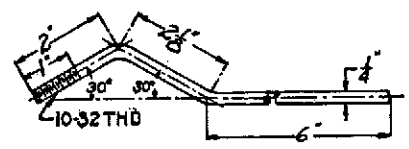


47L2

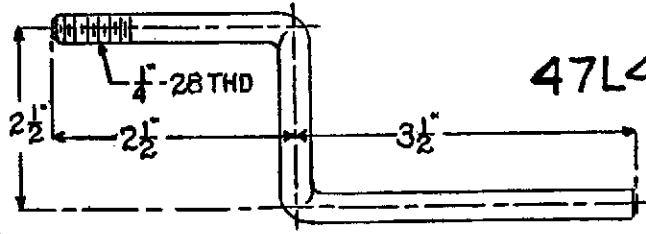


47J

PART	A	D	PART	A	D
47J3	4 7/16	3/16	47J8	13 3/8	3/16
47J5	2 1/4	3/16			
47J6	2 7/8	3/16			
47J7	6	3/16			

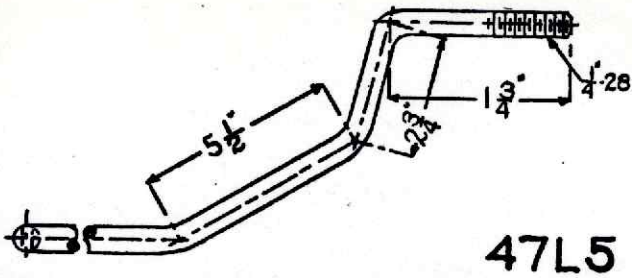


47L3

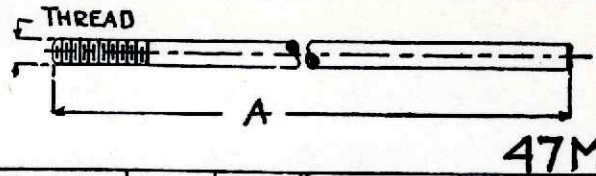


47L4

THROTTLE RODS.

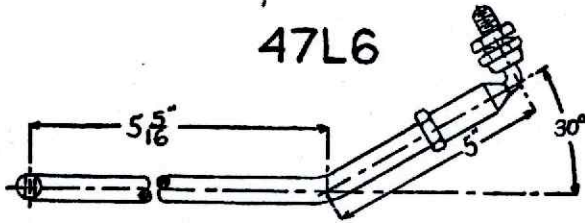


47L5

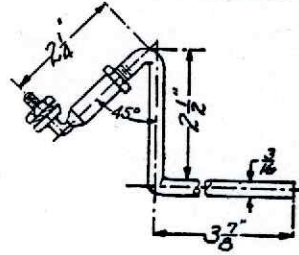


47M

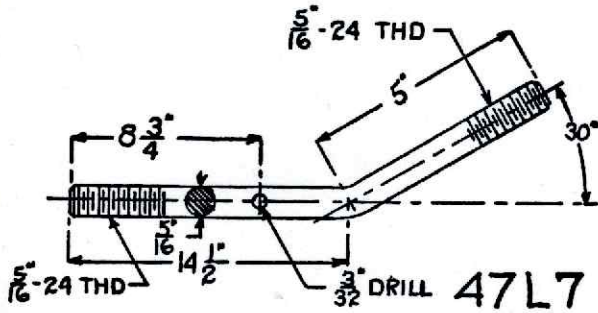
PART	A	THD			
47M1	9"	10-32			
47M2	7 1/4"	1/4-28			



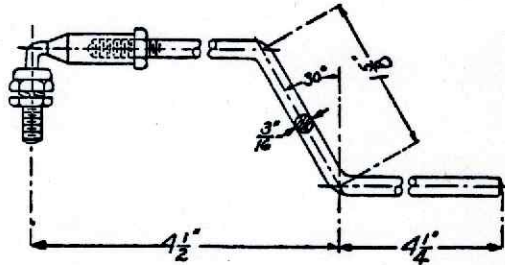
47L6



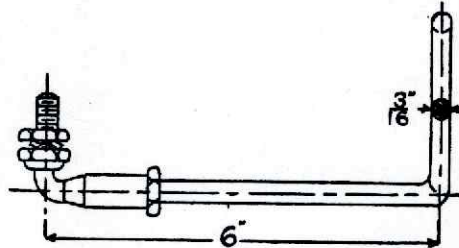
47N1



47L7

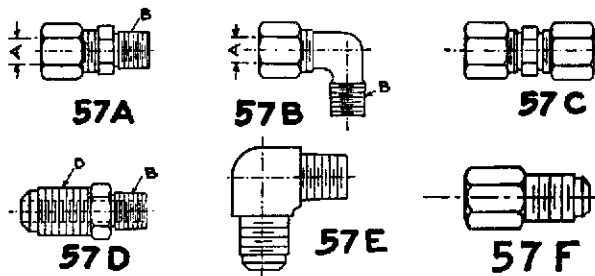


47N2



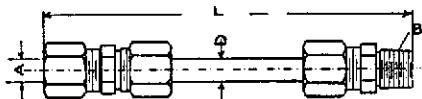
47N3

GASOLINE CONNECTIONS.



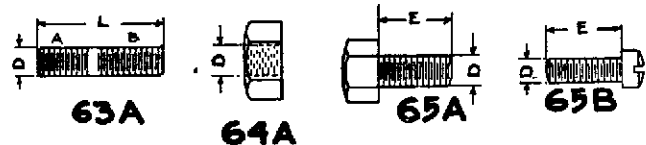
PIECE NUMBER	TUBE DIA A	B	PIECE NUMBER	TUBE DIA A	B	D
57A1	1/4	5/8 PIPE	57C1	1/4	1/4	
57A2	5/16	5/8 PIPE	57C2	5/16	5/16	
57A3	3/8	1/2 PIPE	57D1	1/4	5/8 PIPE	7/16-20SAE
57B1	1/4	5/8 PIPE	57D2	5/16	5/8 PIPE	1/2-20SAE
57B2	5/16	5/8 PIPE	57D3	3/8	1/2 PIPE	5/8-18 SAE
57B3	3/8	1/2 PIPE	57E1	1/4	5/8 PIPE	7/16-20SAE
			57E2	5/16	5/8 PIPE	1/2-20SAE
			57E3	3/8	1/2 PIPE	5/8-18SAE
			57F1	1/8 PIPE	1/2-20SAE	

58- GASOLINE LINE EXTENSIONS.



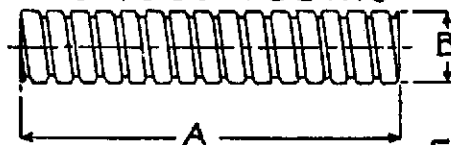
PART	TUBE DIAMETER	TUBE LENGTH	END FITTINGS	
			A	B
58A1	1/4	2 1/2	57C1	57C1
58A2	1/4	15	57A1	57A1
58A3	1/4	20	57A1	57A1
58A4	5/16	2 1/2	57C2	57C2
58A5	5/16	29	57A2	57A2
58A6	5/16	2 1/2	57A2	57C2
58A7	1/4	17	57A1	57B1
58A8	5/16	24	57A2	57B2
58A9	5/16	6 1/2	57C2	57B2
58A10	5/16	22	57A2-57B2-57E	
58A11	1/4	17	57B1	57B1
58A12	5/16	26	57A2	57B2
58A13	5/16	16	57A2	57B2
58A14	5/16	12	57A2	57B2
58A15	1/4	20	57A1	57B1
58A16	5/16	36	57A2	57B2
58A17	3/8	28	57A3	57B3

SCREWS, STUDS AND NUTS.



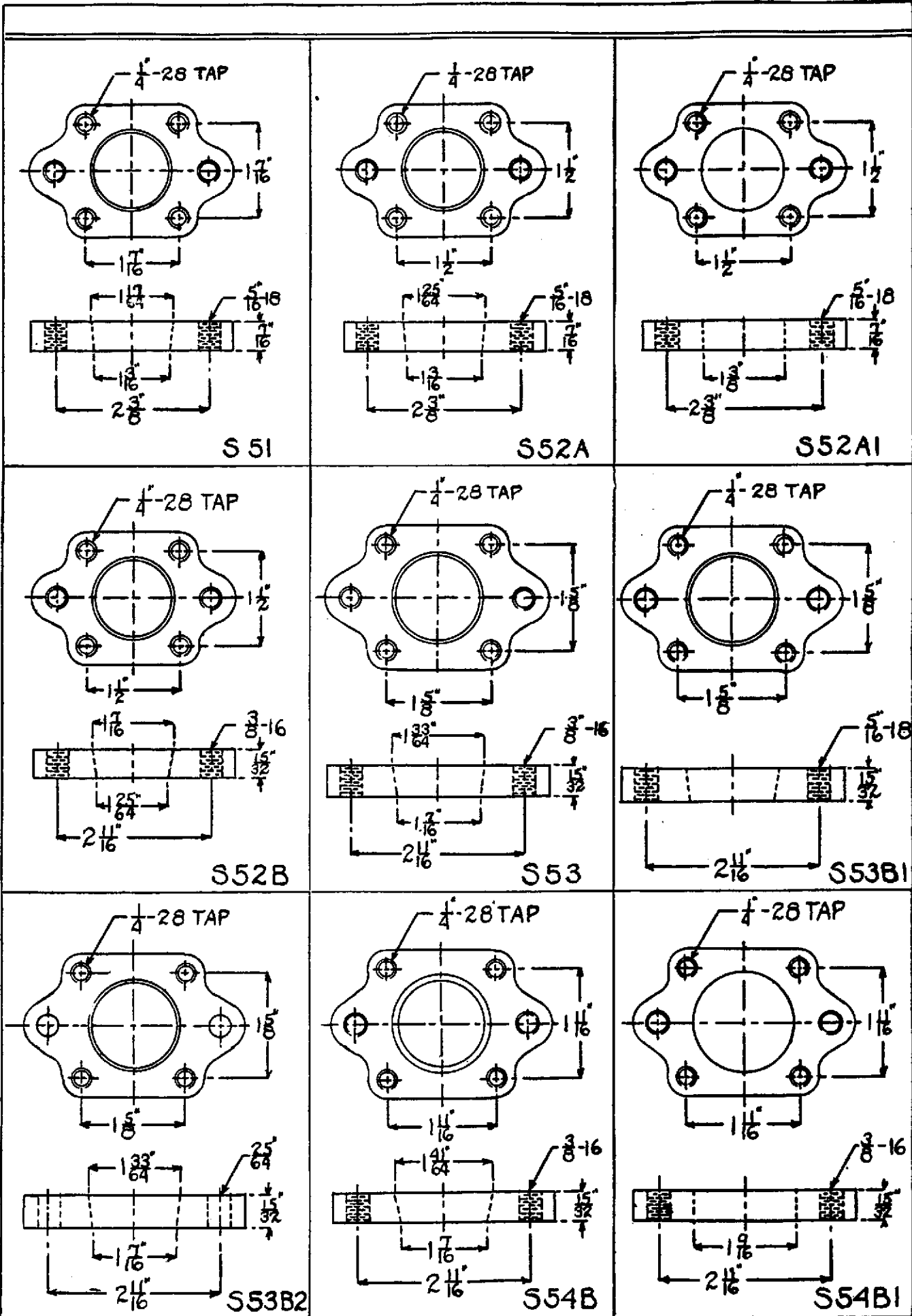
PIECE NUMBER	E	D	THREADS	
			A	B
63A1	1 1/4	7/16	24 SAE	18 U.S.S.
63A2	1 1/2	7/16	18 U.S.S.	18 U.S.S.
63A3	1 1/2	7/16	18 USS	18 USS.
63A4	2	7/16	18 USS	18 USS.
63A5	1 1/4	3/8	16 U.S.S.	16 U.S.S.
63A6	1 1/4	3/8	24 SAE.	16 U.S.S.
63A7	2	3/8	16 U.S.S.	16 U.S.S.
63A8	2 1/2	3/8	16 U.S.S.	16 U.S.S.
64A1		10	32	
64A2		16	18 U.S.S.	
64A3		16	24 SAE	
64A4		16	16 U.S.S.	
64A5		16	24 SAE	
65A1	3/4	16	18 USS	
65A2	3/4	16	16 U.S.S.	
65A3	1	16	16 U.S.S.	
65B1	1/2	6	32	
65B2	3/8	10	32	
65B3	1/2	10	32	
65B4	3/4	10	32	
65B5	5/8	16	18 USS.	
65B6	1	10	32	
65B7	1 1/2	10	32	
65B8	3/8	10	32	
65B9	3/8	8	16 USS	DIA. OF HEAD 1/2"
65B10		10	32	

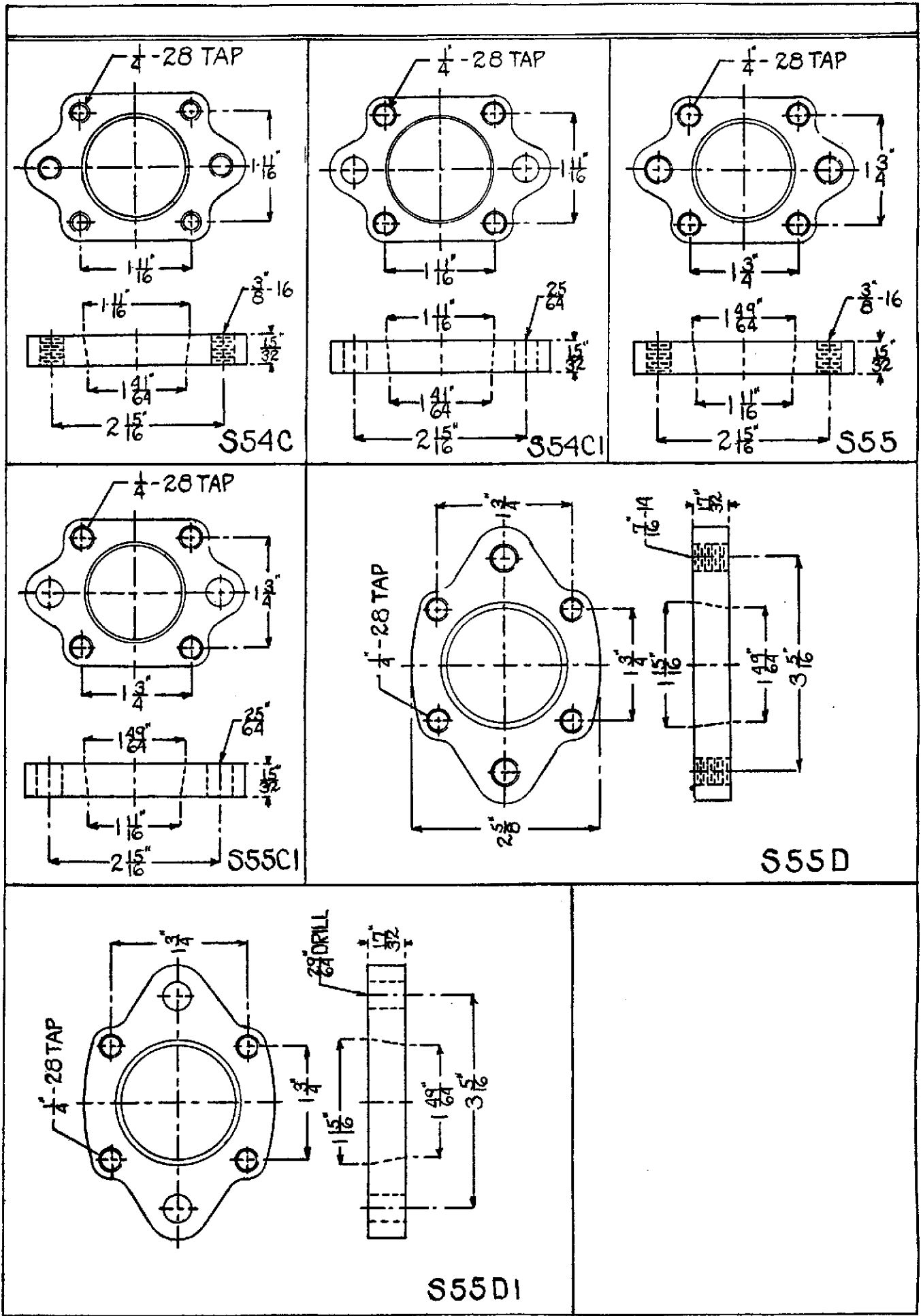
FLEXIBLE TUBING

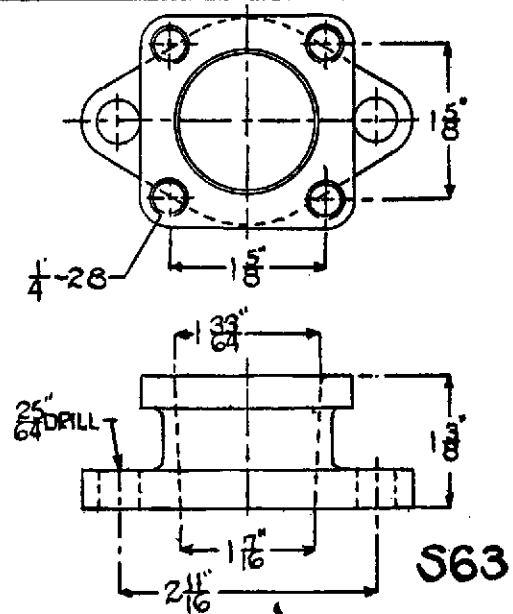
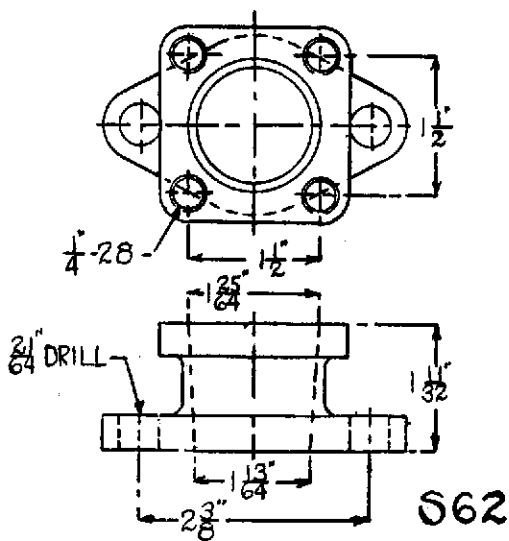
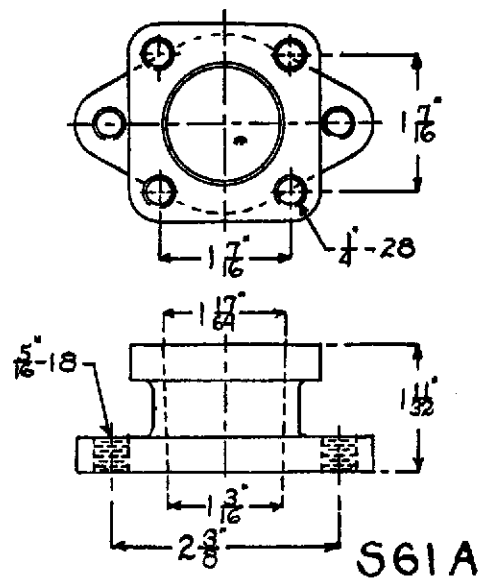
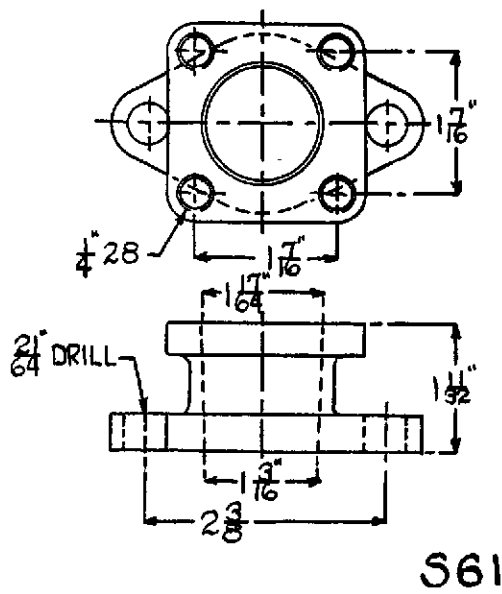
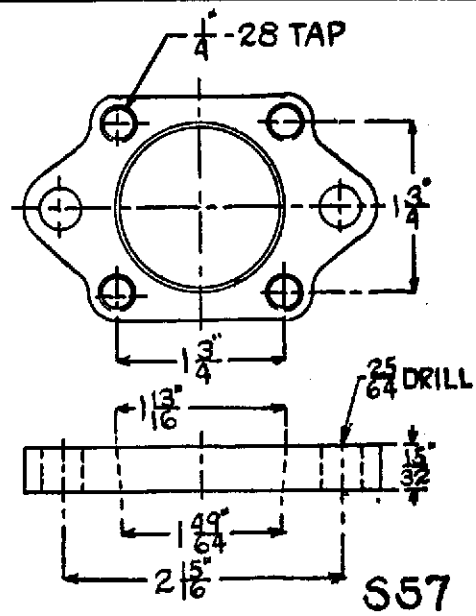
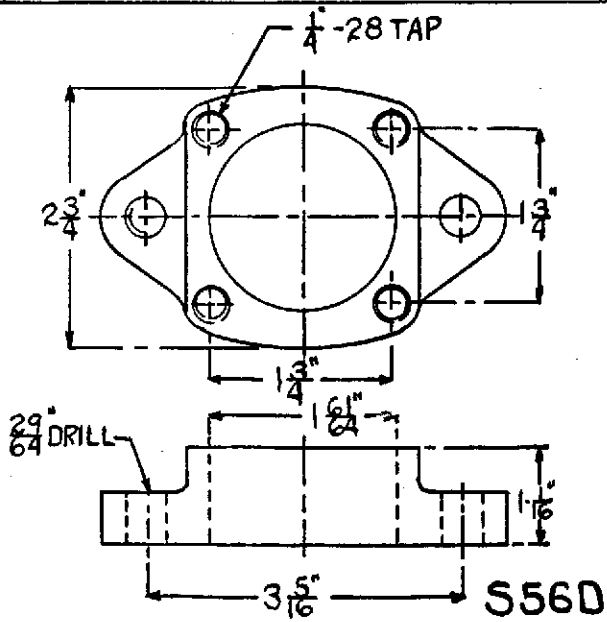


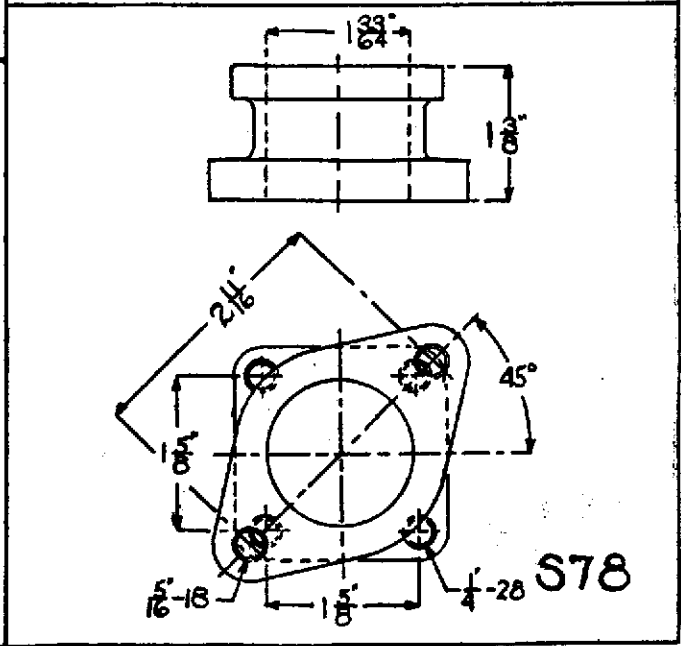
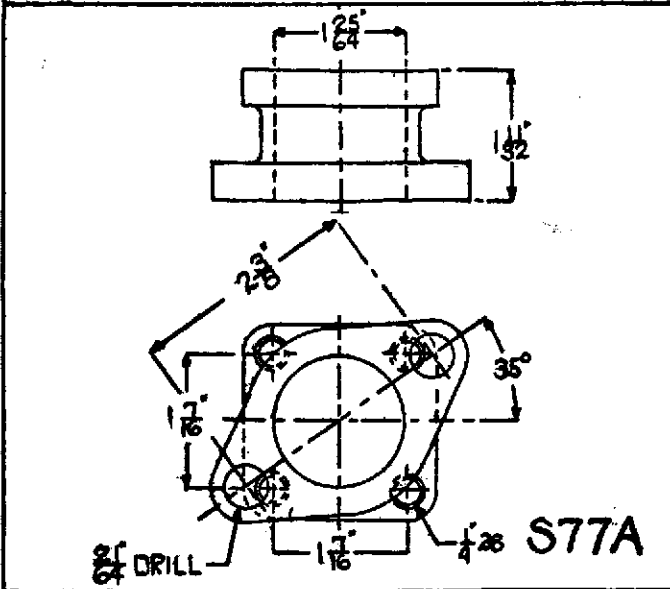
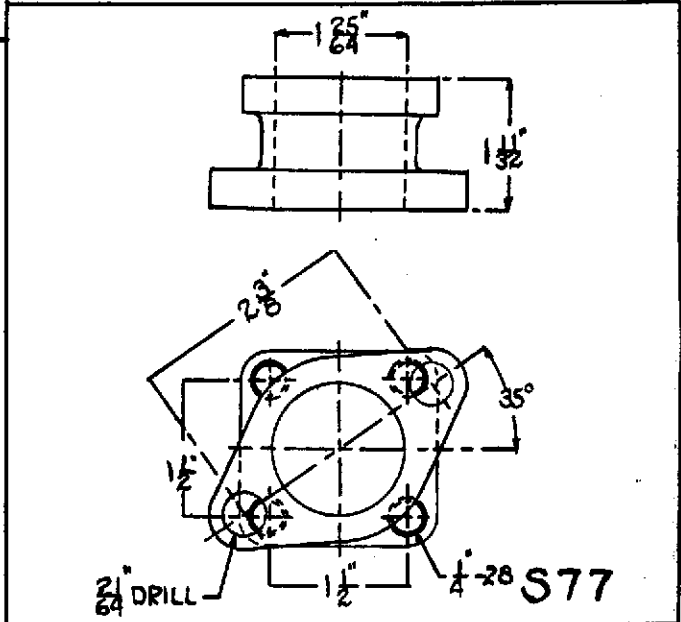
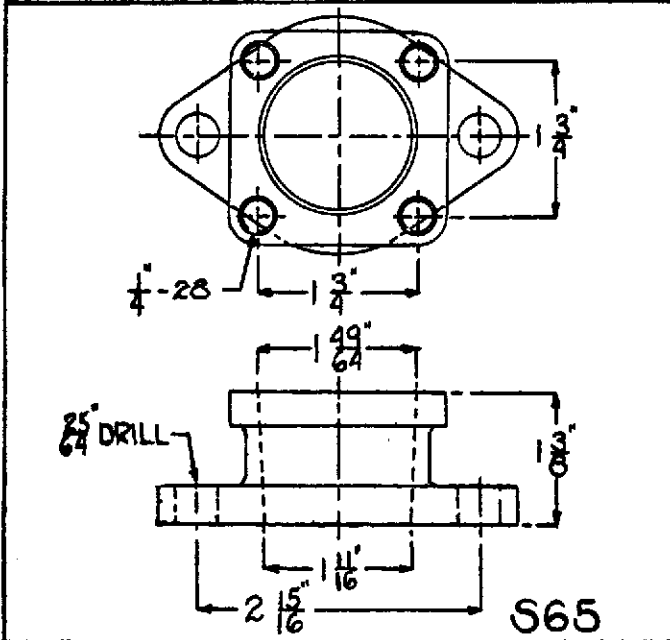
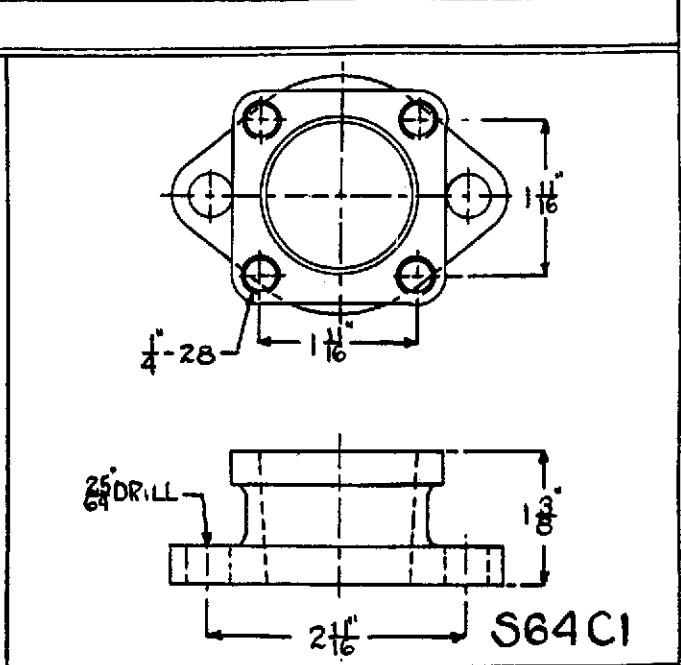
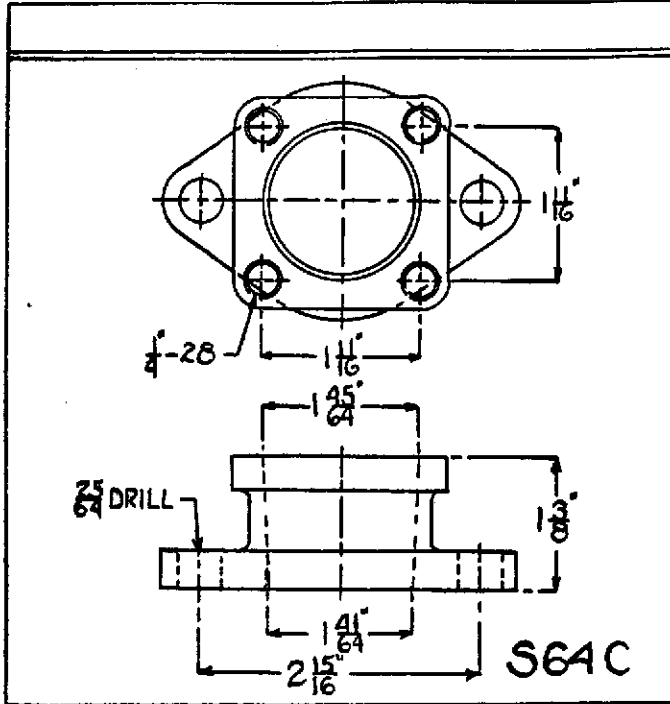
54

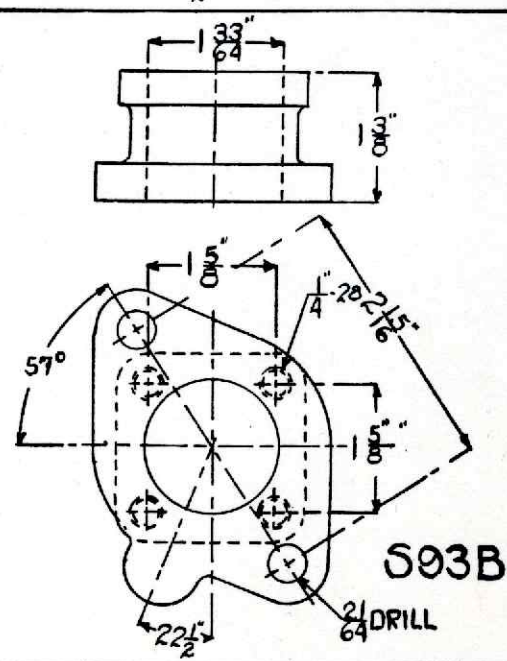
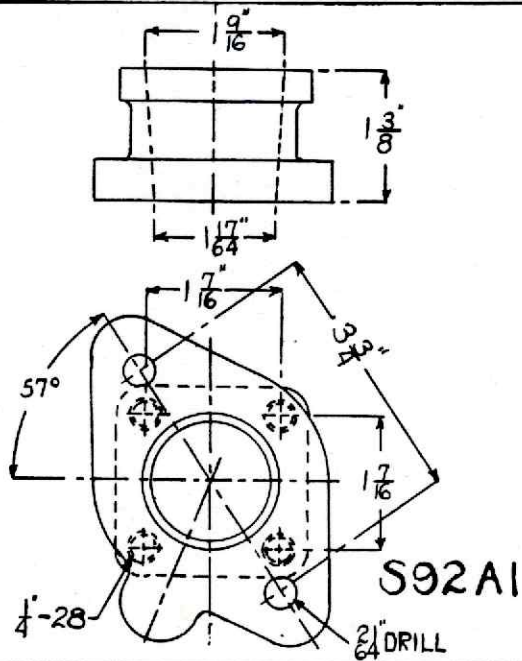
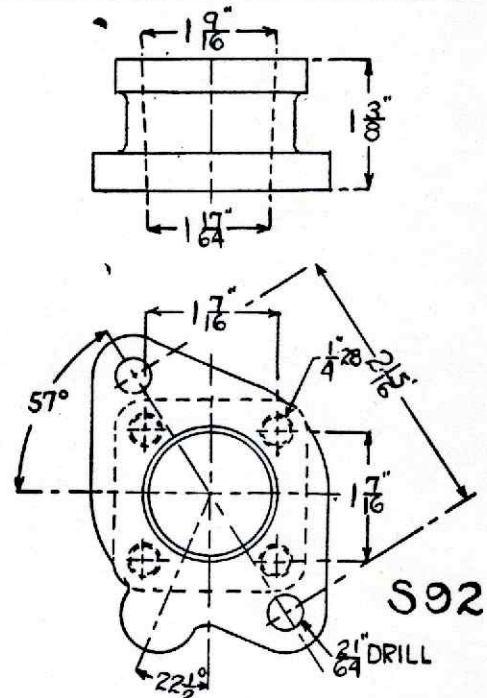
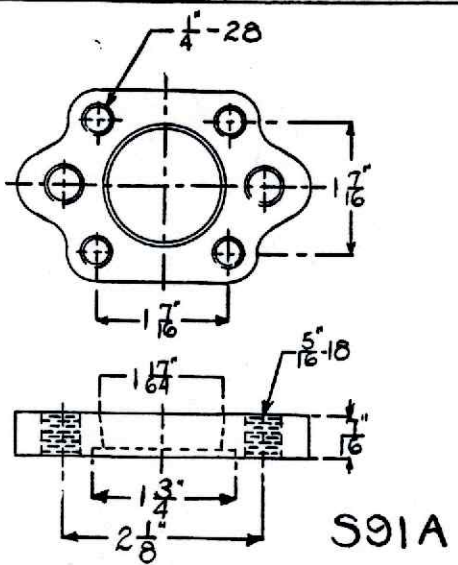
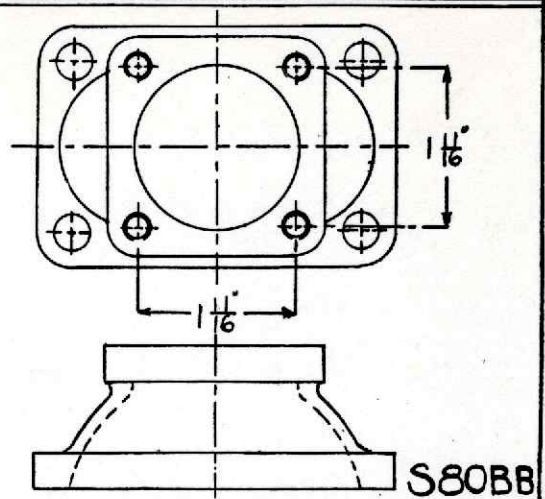
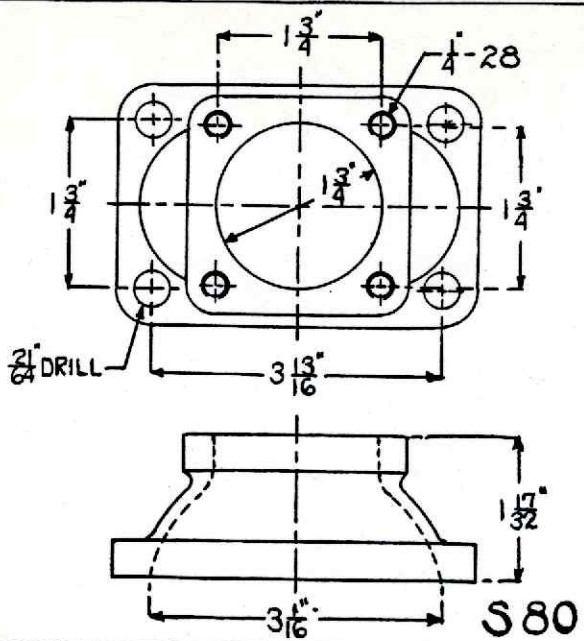
PART	A	B	PART	A	B
54A	6"	1 11/16"	54J	10 1/2"	1"
54B	9	1 11/16	54K	8 1/4	1
54C	11 1/2	1 5/16	54L	15	5/8
54D	4 1/2	5/8	54M	24	5/8
54E	4 1/2	1 5/16	54N	14	1
54F			54O	16	3/4
54G	30	5/8			
54H	13	5/8			
54I	12	1			

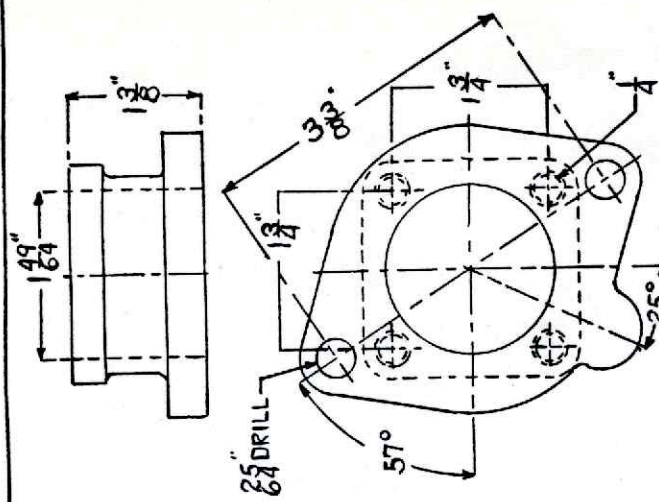




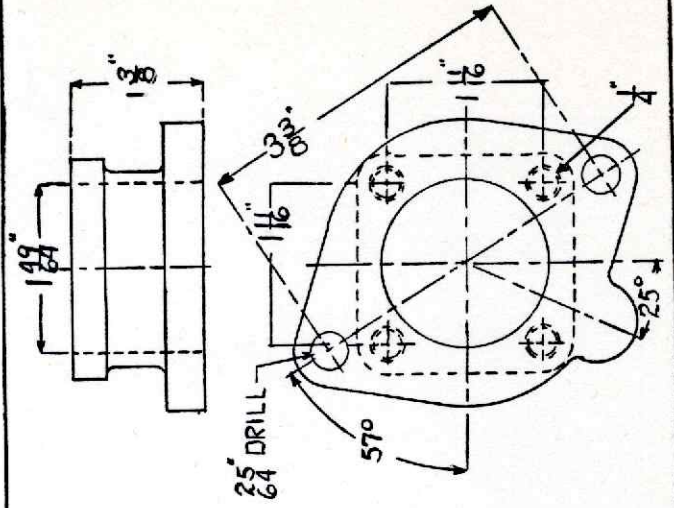




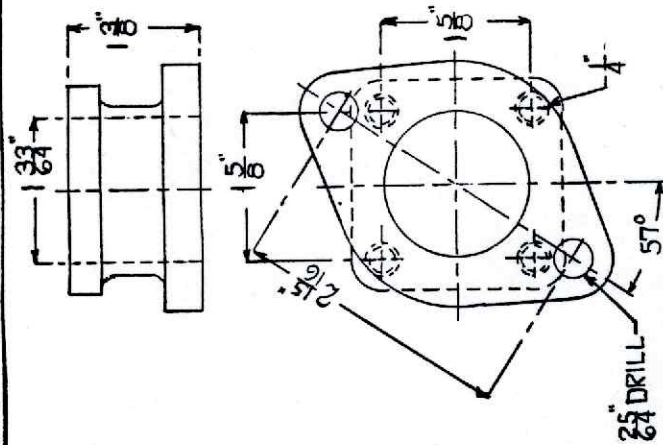




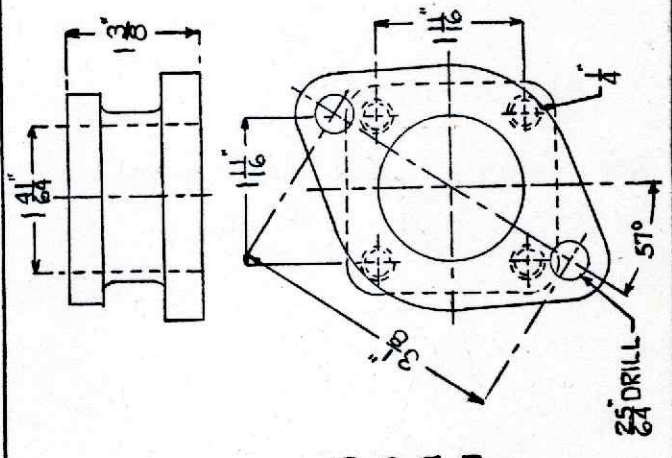
S93C



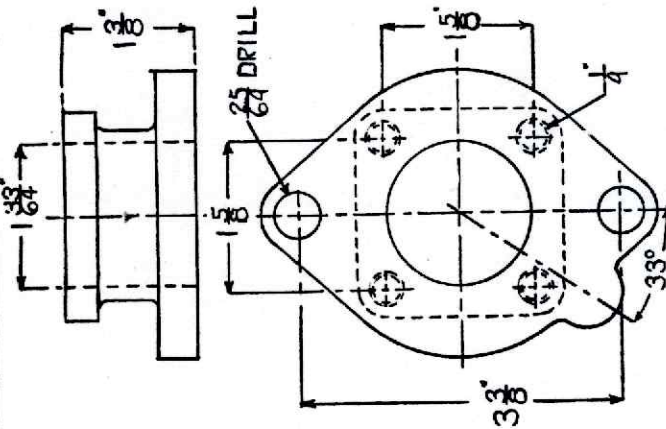
S93C1



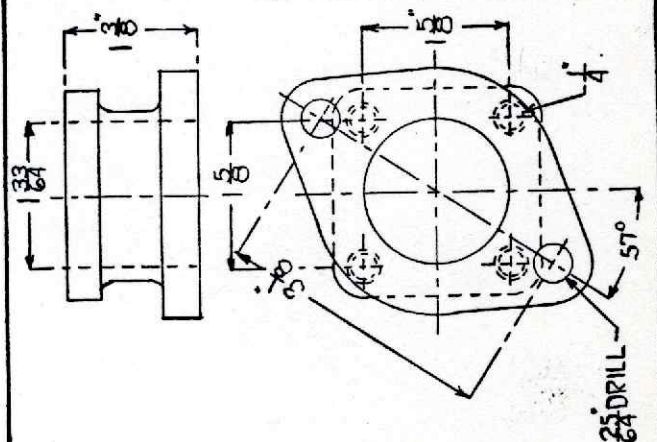
S94B



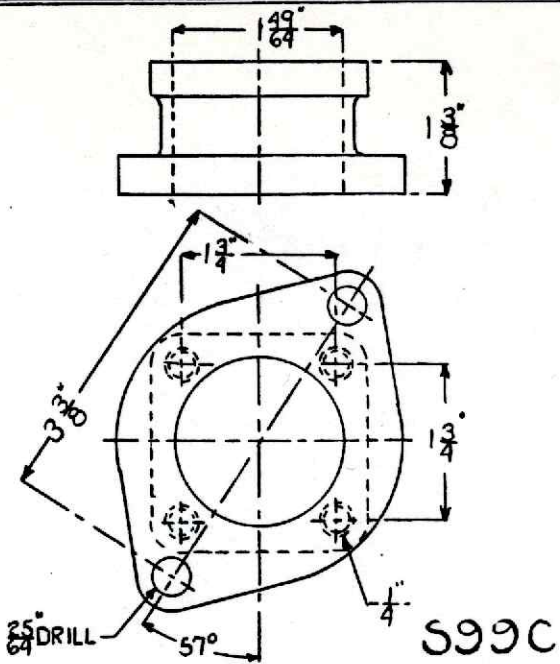
S95B



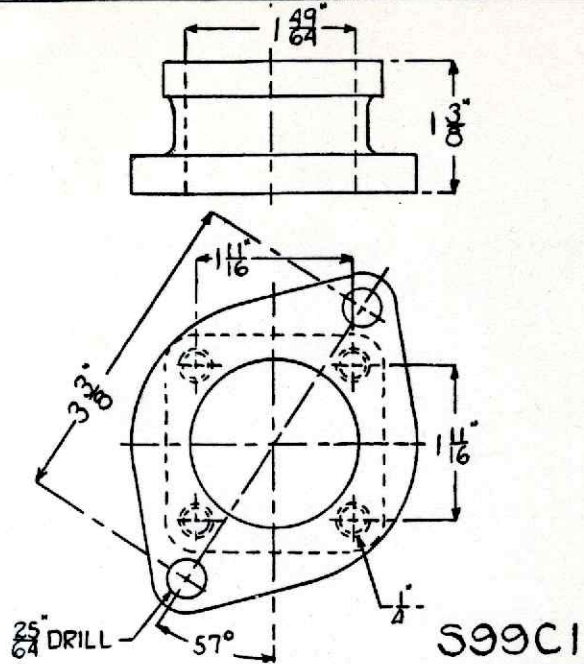
S96B



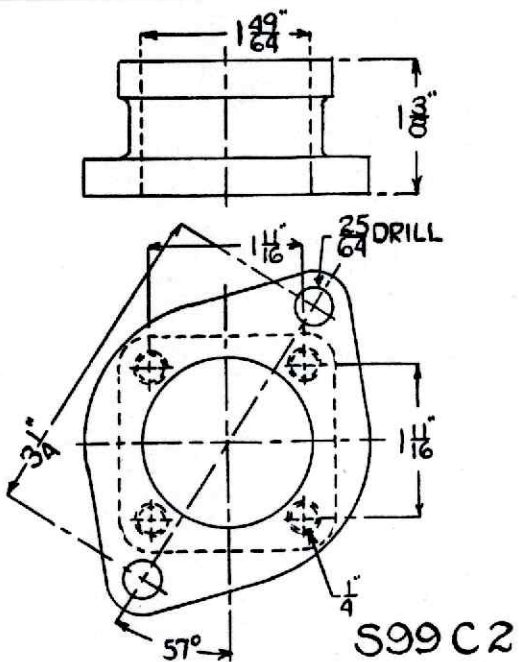
S99B



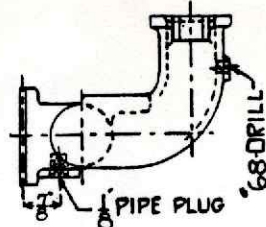
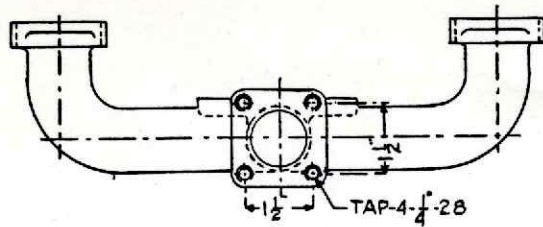
S99C



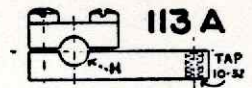
S99C1



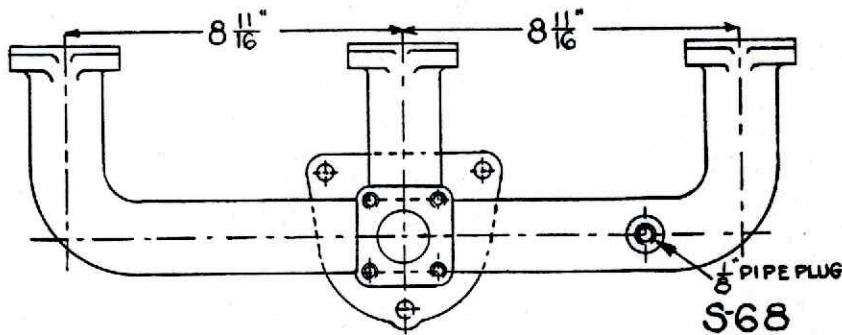
S99C2



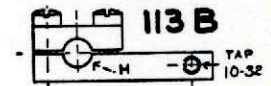
S-66



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

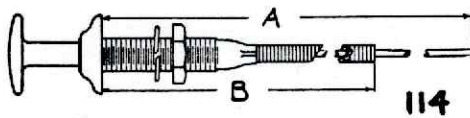


S-68



PIECE NUMBER	H
113B1	1/16
113B2	3/16

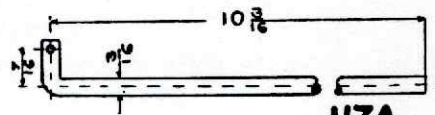
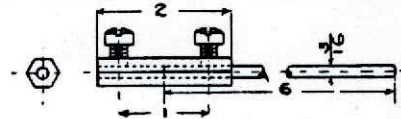
114-CHOKE DASH CONTROL



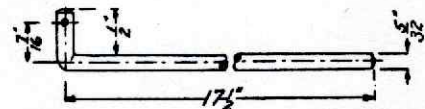
114

PART	A	B
114-1	45"	42"
114-2	38"	29"
114-3	28"	24"
114-4	31"	27"

116-CHOKE ROD EXTENSION

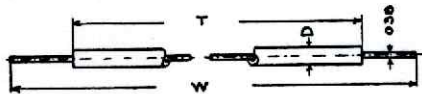


117A

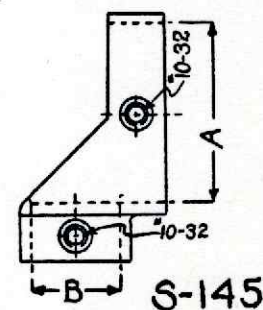
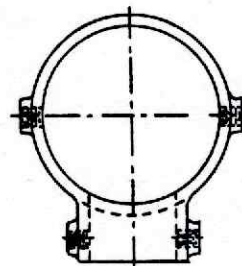


117B

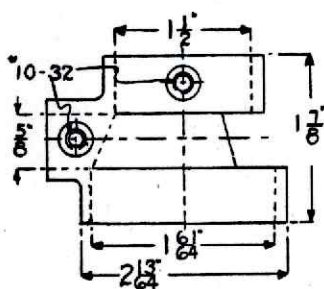
115 CHOKE CONTROL TUBE AND WIRE



PIECE NUMBER	T	W	D	PIECE NUMBER	T	W	D
115-1	38"	42"	5/8"	115-2	38"	42"	3/8"
115-3		42"		115-4	40"	44"	1/2"
115-5		45"					



S-145

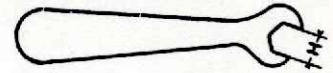
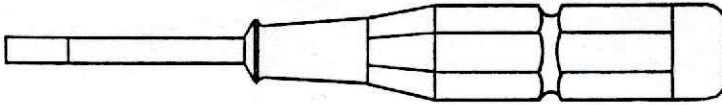


S-142

PART	A	B	PART	A	B	PART	A	B
S145A	1 9/16"	5/8"	S145B	2 1/4"	5/8"	S145C	2 29/64"	5/8"
	"	3/4"		"	3/4"		"	3/4"
				"	7/8"		"	7/8"
				"	1"		"	1"
				"	1 1/8"		"	1 1/8"
				"	1 1/4"		"	1 1/4"

**SPECIAL TOOLS.
FOR ASSEMBLING AND SERVICING WINFIELD CARBURETORS.**

SCREW DRIVERS



NUMBER	H	USED FOR
05	5/16	THROTTLE STOPNUT

NUMBER	USED FOR
054	1/2" -20 THD "
055	3/16" -18 THD "
056	5/16" -18 THD "

Winfield Price List on Tools

WRENCHES

	Price
05 For Throttle Stop Nut.....	\$.25

SCREW DRIVERS

054 For Removing Compensators in A and AA Sizes.....	\$.75
055 For Removing Compensators in B and BB Sizes.....	.75
056 For Removing Compensators in C Size.....	.75

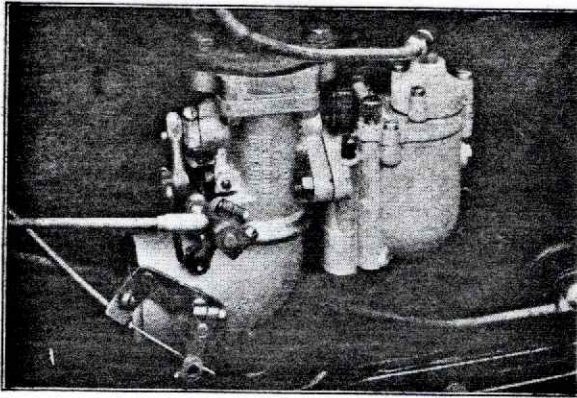
Prices on above Tools are Net.

Eq. 1103

FORD MODEL "A"

1" Updraft

Own Motor, 4 Cyl. 3 $\frac{7}{8}$ x4 $\frac{1}{2}$ "



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 114-4—Choke Control.....	1.25
1 S33A12—Throttle Lever.....	.75
1 57B1—Gas Fitting.....	.25
1 S51—Flange.....	2.00
	<hr/>
	\$23.00

DIRECTIONS FOR INSTALLATION

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

The choke points to the rear with cable holder next to frame.

The Throttle Lever is next to frame pointing up and back at closed throttle.

Use original throttle rod, bend foot throttle arm, located under dash at end of exhaust manifold, back to about $\frac{1}{4}$ inch from floor board.

Remove original compression fitting on gas line and put on new gas fitting.

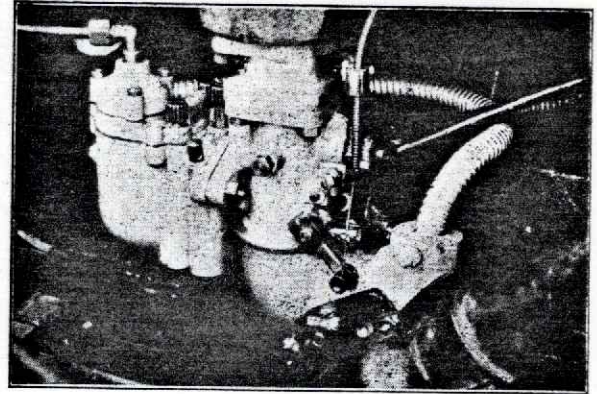
Remove original choke rod and install new Choke Control.

Consult the general instructions for adjusting.

Eq. 1104

CHEVROLET SIX 1929-1930

Own Motor, 6 Cyl. 3 5/16x3 $\frac{3}{4}$ "



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33C6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57B2—Gas Fitting.....	.25
1 38C1—Throttle Lever Cable Holder.....	.50
1 S145A— $\frac{5}{8}$ " Crankcase Ventilator Adapter.....	1.00
1 54L—Flexible Tubing.....	.25
1 S77A—Flange, includ. 2-63A1, 2-64A3	3.00
	<hr/>
	\$25.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for new studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever, S33B11, with swivel is installed next to frame pointing down and back.

The Throttle Lever Cable Holder is installed on manifold stud as shown in illustration.

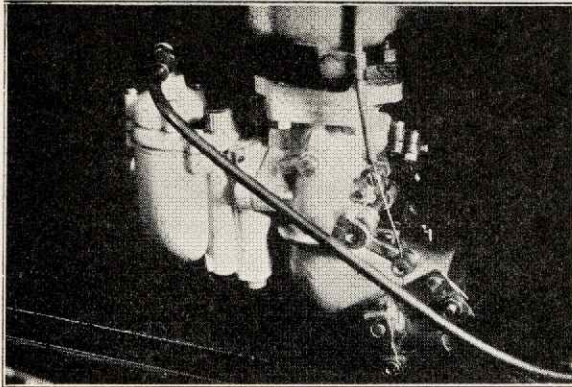
NOTE—On the 1929 models, the flexible tubing is connected to crankcase ventilator at the rear. On the 1930 models, the flexible tubing is connected to oil filler pipe at front.

Consult the general instructions for adjusting.

Eq. 1115

WHIPPET 6 1929

Own Motor, 6 Cyl. 3 1/8 x 3 7/8"



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57E1—Gas Fitting.....	.25
1 S51—Flange, includ. 2-63A1, 2-64A3..	2.00
	<hr/>
	\$22.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

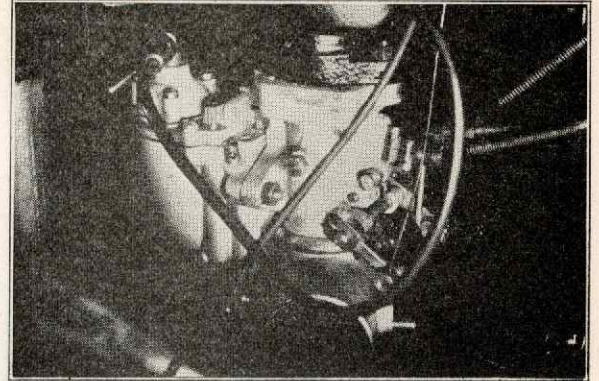
The Hand Throttle Lever is installed on the frame side and points down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1116

WHIPPET 4 1929-1930

Own Motor, 4 Cyl. 3 1/8 x 4 3/4"



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57E1—Gas Fitting.....	.25
1 115-3—Choke Control Wire.....	.25
1 S51—Flange with 2-63A1, 2-64A3.....	2.00
	<hr/>
	\$22.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure to assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the frame with the Cable Holder to the front.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

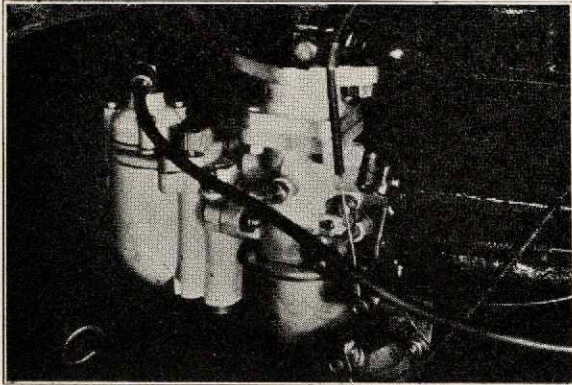
The Hand Throttle Lever is installed on the frame side and points down and back at closed throttle.

Pull Choke Cable to meet Cable Holder. (Note when pulling cable, be careful not to pull out of dash.)

Consult the general instructions for adjusting.

Eq. 1117**WILLYS-KNIGHT 70B 1929-1930**

Own Motor, 6 Cyl. 2 15/16x4 3/8"



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57E1—Gas Fitting .....	.25
1 S61—Flange	3.00
	<hr/>
	\$23.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

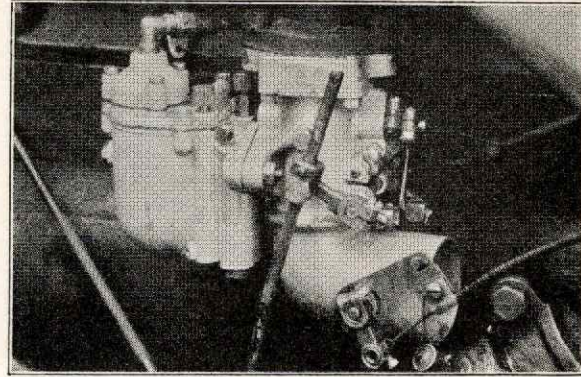
The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Hand Throttle Lever is installed next to the frame and points down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1118**WILLYS-KNIGHT 70A 1926-27-28**

Own Motor, 6 Cyl. 2 15/16x4 3/8"



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever .....	.50
1 57E1—Gas Fitting .....	.25
1 34A2—Slip Joint .....	.25
1 S51—Flange	2.00
	<hr/>
	\$22.25

DIRECTIONS FOR INSTALLATION

This carburetor is installed on the left hand side of motor with the float bowl to the front. The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Hand Throttle Lever is installed on the frame side pointing up and forward at closed throttle.

Slip Joint is on hand throttle lever next to frame.

Consult the general instructions for adjusting.

Eq. 1119**ESSEX CHALLENGER 6 1929**Own Motor, 6 Cyl. 2 $\frac{3}{4}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1A—Foot Throttle Lever.....	.50
1 47D11—Throttle Rod .....	.25
1 58A15—Gas Line	1.00
1 89C—Hot Spot Elbow with 2-65A1, 1-35A1	2.50
1 S51—Flange	2.00
	<hr/>
	\$25.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new cap screws.

Be sure and assemble flange with 1 $\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

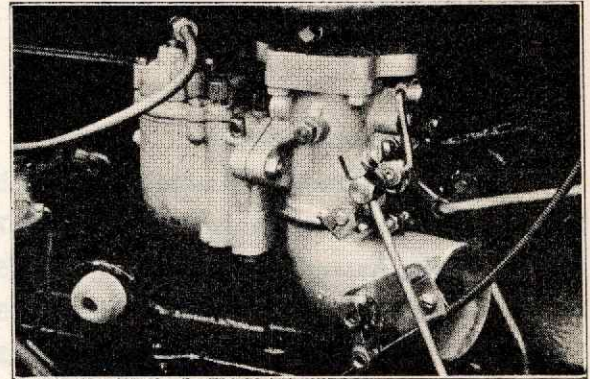
The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and forward at closed Throttle.

The Throttle Rod is installed on the frame side using the original clevis.

Drill 3/32" hole in end of Choke Elbow for Throttle Spring.

Consult the general instructions for adjusting.

Eq. 1120**ERSKINE 6 1929**Continental 9F Motor, 2 $\frac{3}{4}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33A6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 47F4—Throttle Rod .....	.25
1 57E1—Gas Fitting .....	.25
1 114-1—Choke Dash Control.....	1.75
1 34A1—Slip Joint .....	.25
1 34B1—Slip Joint Clamp .....	.25
1 S51—Flange	2.00
	<hr/>
	\$24.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 $\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the left hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and back at closed throttle.

The Hand Throttle Lever is installed on the Bell Crank shaft next to frame pointing up and back at closed throttle.

The Hand Throttle Rod is installed on the frame side using the slip joint and clamp.

Consult the general instructions for adjusting.

Eq. 1121

OAKLAND SIX 1924-27

Own Motor, 6 Cyl. 2 $\frac{7}{8}$ x4 $\frac{3}{4}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever.....	.50
1 57E1—Gas Fitting .....	.25
1 115-3—Choke Wire Control .....	.25
1 S61—Flange	3.00
	<hr/>
	\$22.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

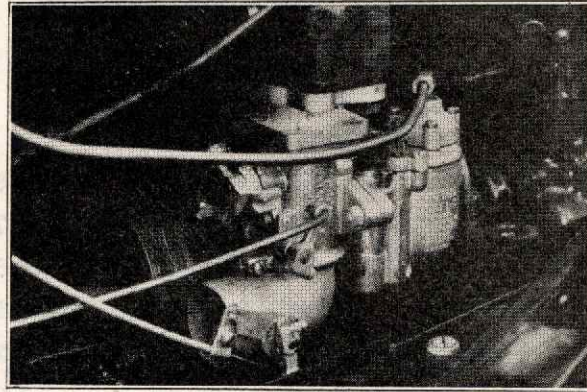
The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1122

ESSEX SUPER SIX 1930

Own Motor, 6 Cyl. 2 $\frac{3}{4}$ x4 $\frac{1}{2}$ "



This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H10—Throttle Rod .....	.50
1 113A1—Foot Throttle Rod Clamp.....	.25
1 S92—Flange	4.00
	<hr/>
	\$24.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the left hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and forward at closed throttle.

The Throttle Rod is installed on the frame side clamping on original throttle rod .

Cut off choke shaft next to motor.

Consult the general instructions for adjusting.

Eq. 1123**WHIPPET FOUR 1927-28**Own Motor, 4 Cyl. $3\frac{1}{8} \times 4\frac{3}{8}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 57E1—Gas Fitting.....	.25
1 S51—Flange.....	2.00
	<hr/>
	\$22.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with $1\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Hand Throttle Lever is installed next to motor pointing back and slightly down at closed throttle.

Consult the general instructions for adjusting.

Eq. 1124**WHIPPET SIX 1927-28**Own Motor, 6 Cyl. 3×4 "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 57E1—Gas Fitting.....	.25
1 S51—Flange, includ. 2-63A1, 2-64A3..	2.00
	<hr/>
	\$22.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with $1\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1125

HUPMOBILE 4 1919-1925

Own Motor, 4 Cyl. 3¼x5½"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33A1A—Foot Throttle Lever.....	.50
1 58A9—Gas Line .....	.75
1 S51—Flange	2.00
	<hr/>
	\$22.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1¼" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1126

CHANDLER SPECIAL 6 1928

Own Motor, 6 Cyl. 3x4½"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33A1—Foot Throttle Lever .....	.50
1 47H3—Throttle Rod .....	.50
1 58A9—Gas Line .....	.75
1 S51—Flange	2.00
	<hr/>
	\$22.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1¼" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Throttle Rod is installed on the motor side.

Consult the general instructions for adjusting.

Eq. 1131

NASH STANDARD SIX 1929

Marvel Equipped

Own Motor, 6 Cyl. 3 1/4"x4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H—Throttle Rod .....	.25
1 57E1—Gas Fitting .....	.25
1 113A1—Throttle Rod Clamp .....	.25
1 S92A1—Flange	4.00
	<hr/>
	\$24.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the frame side clamping on original throttle rod.

Consult the general instructions for adjusting.

Eq. 1132

FORD MODEL T 1908-1927

Own Motor, 4 Cyl. 3 3/4"x4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S48A—Choke Assembly with return spring	3.50
1 S33A6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 58A1—Gas Line .....	.50
1 66A—Manifold	4.00
1 S51—Flange, with 2-65A1.....	2.00
	<hr/>
	\$26.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new cap screws.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the frame with the choke lever next to the dash.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and back at closed throttle.

It will be necessary to make a throttle control rod for this installation. A direct connection by a rod 22" long by 1/4" passing thru the floor boards will be found to be the simplest and most efficient method of control. This rod should pass through a hole in the center of the upper floor board about 4" from the brake pedal. Be sure that throttle rod does not come into contact with the magnetic plug.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and forward at closed throttle. A wire control for the hand throttle may be used by running the wire back of carburetor and through the block to hand control on the steering column.

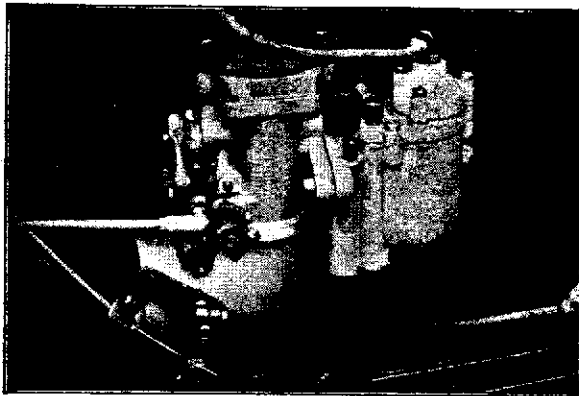
Consult the general instructions for adjusting.

Eq. 1203

FORD MODEL "A"

1 1/8" Updraft

Own Motor, 4 Cyl. 3 7/8 x 4 1/2"



This installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAU—Float Bowl Assembly.....	6.75
1 S46B—Choke Assembly	4.50
1 S33A12—Foot Throttle Lever.....	.75
1 114-4—Choke Control	1.25
1 57B1—Gas Fitting .....	.25
1 S52A—Flange	2.00

\$25.50

DIRECTIONS FOR INSTALLATION

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

The choke points to the rear with cable holder next to frame.

The Throttle Lever is next to frame pointing up and back at closed throttle.

Use original throttle rod, bend foot throttle arm, located under dash at end of exhaust manifold, back to about 1/4" from floor board.

Remove original compression fitting on gas line and put on new gas fitting.

Remove original choke rod and install new Choke Control.

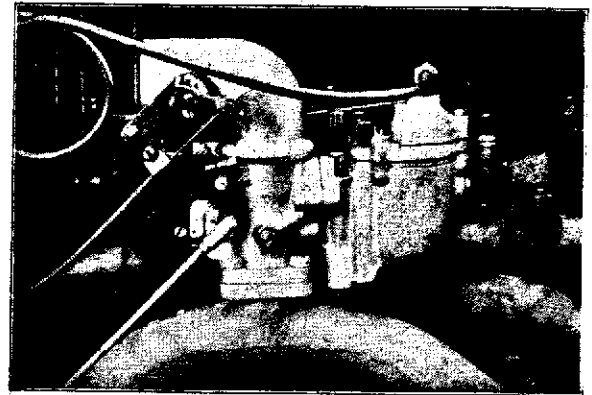
Consult the general instructions for adjusting.

Eq. 1204

FORD MODEL "A"

Downdraft

Own Motor, 4 Cyl. 3 7/8 x 4 1/4"



This Downdraft installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAD—Float Bowl Assembly.....	6.75
1 S46B—Choke Assembly	4.50
1 114-3—Choke Control	1.25
1 S33A12—Throttle Lever with 39C.....	.75
1 58A10—Gas Line	1.00
1 S66—Down Draft Manifold	7.50

\$31.75

DIRECTIONS FOR INSTALLATION

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

The choke points to rear with cable holder next to frame.

Remove original intake manifold and carburetor, do not disturb intake and exhaust gaskets.

First bolt throttle chamber to new manifold, then bolt manifold to block of motor, then bolt float bowl to throttle chamber.

The throttle arm is next to frame pointing down and slightly to the rear at closed throttle.

Bend original foot throttle lever under dash forward to about 1/4" back of center of exhaust pipe at closed throttle. Use original throttle rod.

When you bend the end of the foot throttle lever forward, be sure to hold the upper end of this lever firmly with a wrench to prevent breaking or bending the bracket which supports the throttle shaft at the rear of the motor.

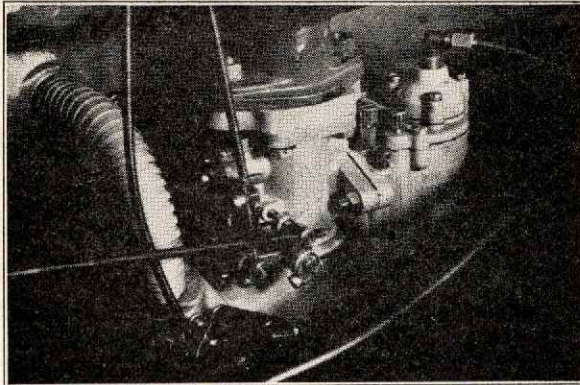
Put a curl in the gas line to allow for vibration, using original fitting with compression collar and gas line furnished.

Consult the general instructions for adjusting.

Eq. 1211

DURANT 6-14 1930

Continental Motor, 6 Cyl. 3¼x4"



This installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAU—Float Bowl Assembly.....	6.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 57B1—Gas Fitting .....	.25
1 54K—Flexible Tubing .....	.25
1 S145B—1" Ventilator Adapter.....	1.00
1 S52B—Flange	2.00
	<hr/>
	\$25.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1¾" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and back at closed throttle.

The Foot Throttle Lever is installed outside of Hand Throttle Lever next to frame and points up and back at closed throttle.

Consult the general instructions for adjusting.

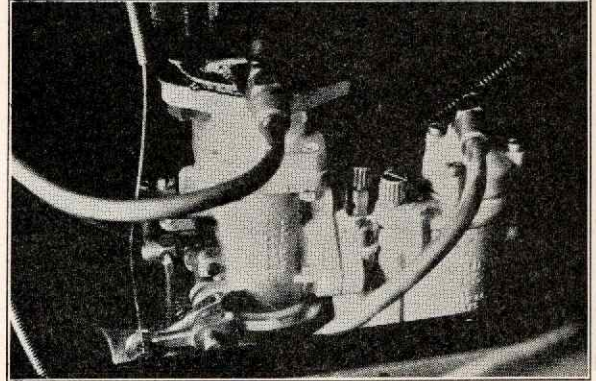
WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1212

WILLYS SIX 1930

Own Motor, 6 Cyl. 3¼x3⅞"



This installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAU—Float Bowl Assembly.....	6.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever .....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57E2—Gas Fitting .....	.25
1 34A2—Slip Joint .....	.25
1 S62—Flange	3.00
	<hr/>
	\$26.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor using the slip joint furnished and points down and forward at closed throttle.

The Hand Throttle Lever is installed on the frame side and points down and back at closed throttle.

Consult the general instructions for adjusting.

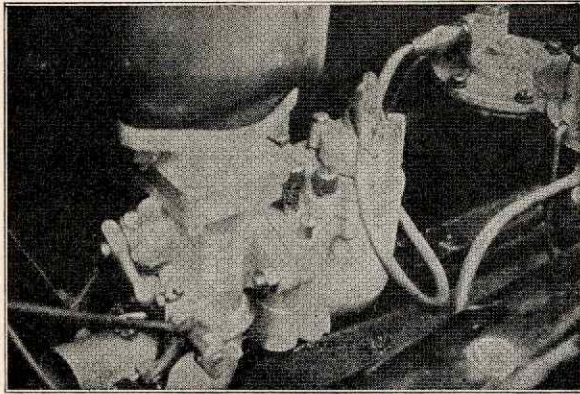
WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1213

OAKLAND ALL AMERICAN 6 1928

Own Motor, 6 Cyl. 3 1/4 x 4 1/4"



This installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAU—Float Bowl Assembly.....	6.75
1 S46B—Choke Assembly	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 57E1—Gas Fitting .....	.25
1 115-3—Hand Control Wire .....	.25
1 S62—Flange	3.00
	<hr/>
	\$26.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Hand Throttle Lever is installed on the motor side and points down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1214

CHANDLER 6-65 1929

Own Motor, 6 Cyl. 3 1/8 x 4 1/4"

This installation requires:

1 SAAX—Throttle Chamber Assembly.....	\$10.00
1 SAAU—Float Bowl Assembly	6.75
1 S46B—Choke Assembly	4.50
1 S33A1—Foot Throttle Lever .....	.50
1 47H3—Throttle Rod .....	.50
1 58A9—Gas Line .....	.75
1 S52A—Flange	2.00
	<hr/>
	\$25.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 3/8" diameter hole next to the carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

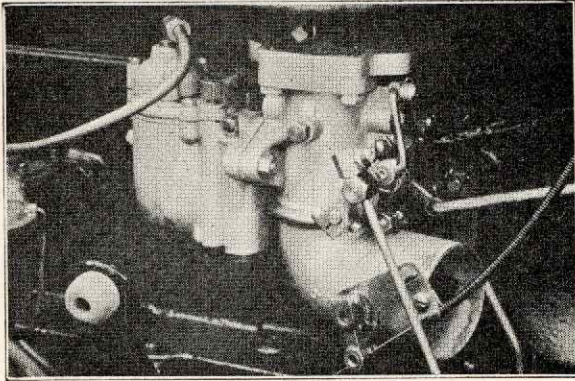
The Throttle Rod is installed on the motor side.

Consult the general instructions for adjusting.

Eq. 1319

ERSKINE DYNAMIC 6 1930

Own Motor, 6 Cyl. 3 1/4 x 4 1/8"



This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33A6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 47F4—Throttle Rod .....	.25
1 57E1—Gas Fitting .....	.25
1 34A1—Slip Joint .....	.25
1 34B1—Slip Joint Clamp .....	.25
1 S53—Flange	2.00
	<hr/>
	\$27.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 1/2" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the left hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and back at closed throttle.

The Hand Throttle Rod is installed on the frame side using slip joint and clamp.

The Hand Throttle Lever is installed on Bell Crank Shaft next to frame pointing up and back at closed throttle.

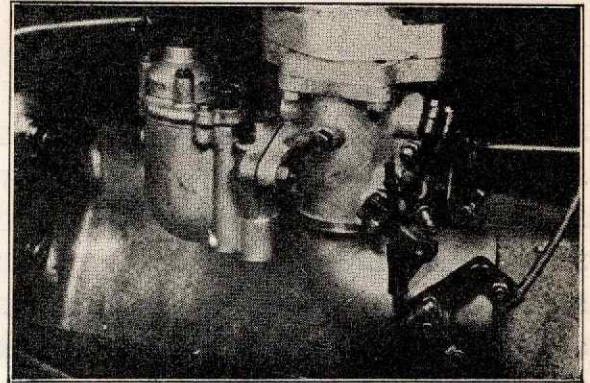
Bend Foot Throttle Lever so as to miss starter post.

Consult the general instructions for adjusting.

Eq. 1320

FRANKLIN 130 1929

Own Motor, 6 Cyl. 3 1/4 x 4 3/4"



This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly	7.75
1 S46B—Choke Assembly	4.50
1 S33B1-A—Foot Throttle Lever.....	.50
1 S33B1—Hand Throttle Lever .....	.50
1 58A14—Gas Line .....	.75
1 S53—Flange	2.00
	<hr/>
	\$27.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 1/2" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on the frame side using the original slip joint and clamp.

Be sure and tape end of electric hot spot wire before starting motor.

Consult the general instructions for adjusting.

Eq. 1321

FRANKLIN AIRMAN 1928

Own Motor, 6 Cyl. 3¼x4¾"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly	7.75
1 S46B—Choke Assembly	4.00
1 S33B1—Foot Throttle Lever .....	.50
1 S33B1—Hand Throttle Lever .....	.50
1 57B2—Gas Fitting .....	.25
1 S53—Flange	2.00
	<hr/>
	\$27.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1½" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on the frame side using the original slip joint and clamp.

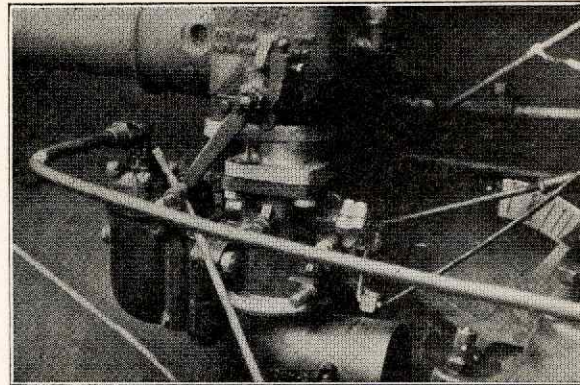
Remove fuelizer and plug manifold.

Consult the general instructions for adjusting.

Eq. 1322

NASH SPECIAL SIX 1929

Own Motor, 6 Cyl. 3¼x4½"



This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly	7.75
1 S48B—Choke Assembly using S36B3....	4.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H—Throttle Rod .....	.25
1 57E2—Gas Fitting .....	.25
1 113A3—Throttle Rod Clamp .....	.25
1 S99B—Flange	4.00
	<hr/>
	\$29.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Choke Lever next to the motor.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed Throttle.

The Throttle Rod and Clamp are installed on the motor side clamping on original Throttle Rod.

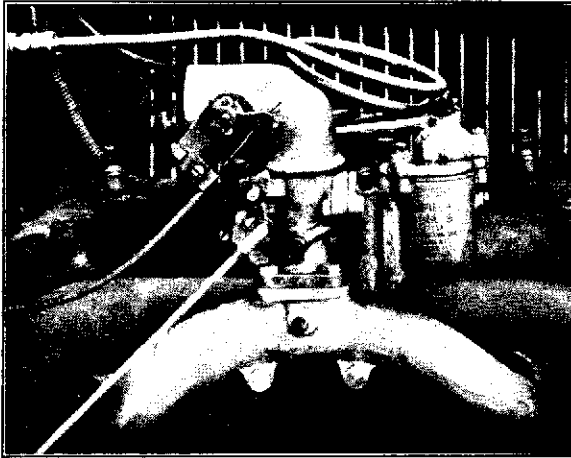
Consult the general instructions for adjusting.

Eq. 1351

FORD MODEL "A"

1 3/4" Downdraft Carburetor

Own Motor, 4 Cyl. 3 7/8x4 1/4"



This Downdraft installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBD—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 114-3—Choke Control	1.25
1 S33A12—Throttle Lever with 39C.....	.75
1 58A10—Gas Line	1.00
1 S66B—Downdraft Manifold includ. 2-65A8	7.50
	\$34.25

DIRECTIONS FOR INSTALLATION

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

The choke points to rear with cable holder next to frame.

Remove original intake manifold and carburetor, do not disturb intake and exhaust gaskets.

First bolt throttle chamber to new manifold, then bolt manifold to block of motor, then bolt float bowl to throttle chamber. Do not tighten nuts holding manifold to the block at the intake vents until after screwing in and drawing up the two long cap screws furnished. This will line up the new manifold.

The throttle arm is next to frame pointing down and slightly to the rear at closed throttle.

Bend original foot throttle lever under dash forward to about 1/4" back of center of exhaust pipe at closed throttle. Use original throttle rod.

When you bend the end of the foot throttle lever forward, be sure to hold the upper end of this lever firmly with a wrench to prevent breaking or bending the bracket which supports the throttle shaft at the rear of the motor.

Install the curled gas line furnished; use the original fitting with compression collar.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED AUGUST 1, 1930

Eq. 1352

NASH SPECIAL SIX 1926-27-28

Own Motor, 6 Cyl. 3 1/4x4 1/2"

This installation requires:

1 SB—Throttle Chamber Assembly.....	\$10.25
<i>Without Bell Crank</i>	
1 SBU—Float Bowl Assembly.....	7.75
1 S48B—Choke Assembly using S36B3..	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 47H—Throttle Rod .....	.25
1 57E2—Gas Fitting .....	.25
1 113A2—Throttle Rod Clamp.....	.25
1 S94B—Flange	4.00
	\$27.75

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

This carburetor is installed on the left hand side of motor with the float bowl to the frame.

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Choke Lever next to the frame.

The Foot Throttle Lever is installed on the Throttle Shaft next to the motor and points down and back at closed throttle.

Bend original hand throttle rod to miss the float bowl.

The Throttle Rod and Clamp are installed on the motor side clamping on original throttle rod.

Consult the general instructions for adjusting.

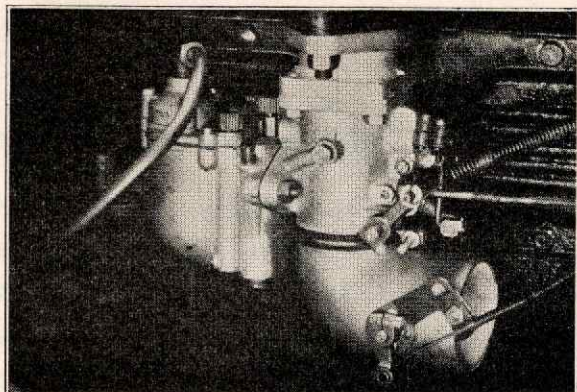
WINFIELD CARBURETOR CO.

DATED AUGUST 1, 1930

Eq. 1415

GRAHAM PAIGE 614 1928

Own Motor, 6 Cyl. 3 1/8 x 4 1/2"



This installation requires:

1 SBBX—Throttle Chamber Assembly.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 57E2—Gas Fitting .....	.25
1 34A1—Slip Joint .....	.25
1 34B1—Slip Joint Clamp.....	.25
1 S64C—Flange	4.00
	<hr/>
	\$32.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

Be sure and assemble flange with 1 5/8" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Hand Throttle Lever is installed on the motor side pointing up and forward at closed throttle.

Consult the general instructions for adjusting.

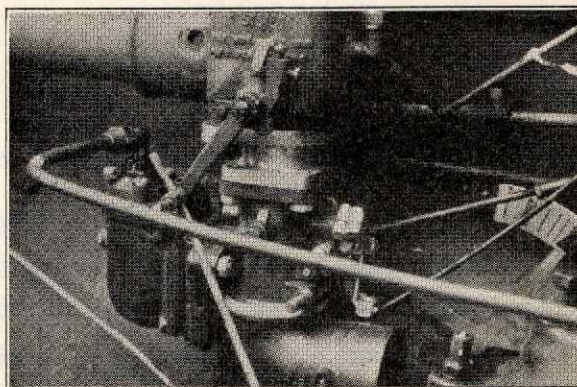
WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1416

NASH ADVANCED SIX 1925-29

Own Motor, 6 Cyl. 3 7/16 x 5"



This installation requires:

1 SBBX—Throttle Chamber Assembly.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S48C—Choke Assembly using S36B3..	5.50
1 S33B1—Foot Throttle Lever.....	.50
1 47H—Throttle Rod .....	.25
1 57E2—Gas Fitting .....	.25
1 113A3—Throttle Rod Clamp.....	.25
1 S95B—Flange	4.00
	<hr/>
	\$31.50

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Choke Lever next to the motor.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the motor side clamping on original throttle rod.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1417

HUPMOBILE 8 Model "E" 1925-26

Own Motor, 8 Cyl. 3x4 $\frac{3}{4}$ "

This installation requires:

1 SBB—Throttle Chamber Assembly.....	\$11.75
<i>Without Bell Crank</i>	
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33A3—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting .....	.25
1 S54B—Flange	2.00
	<hr/>
	\$27.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 $\frac{5}{8}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Shaft next to the dash and points down and to motor at closed throttle.

The original crankcase ventilator elbow is retained with the installation pointing forward to meet the choke elbow.

Consult the general instructions for adjusting.

Eq. 1418

HUPMOBILE 8 Model E3 1927

Own Motor, 8 Cyl. 3x4 $\frac{3}{4}$ "

This installation requires:

1 SBB—Throttle Chamber Assembly.....	\$11.75
<i>Without Bell Crank</i>	
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33A3—Throttle Lever .....	.50
1 47E10—Throttle Rod .....	.50
1 57E2—Gas Fitting .....	.25
1 S64C1—Flange	4.00
	<hr/>
	\$30.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Shaft next to the dash and points down and to motor at closed throttle.

The Throttle Rod is installed on the back side using the original ball joints.

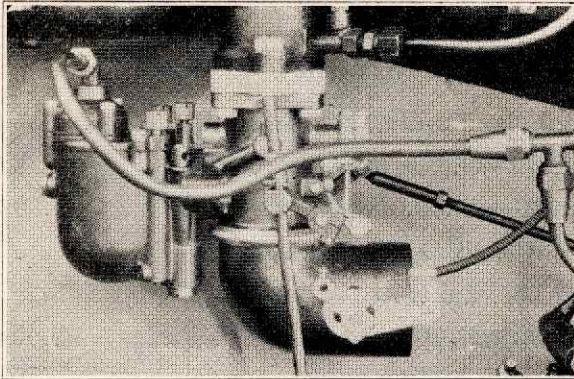
Consult the general instructions for adjusting.

Eq. 1419

STUDEBAKER COMMANDER 6

1927-28

Own Motor, 6 Cyl. 3 $\frac{7}{8}$ x5"



This installation requires:

1 SBBX—Throttle Chamber Assembly....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33C6—Foot Throttle Lever.....	.50
1 S33A6—Hand Throttle Lever.....	.50
1 34A2—Slip Joint .....	.25
1 S54B1—Flange, includ. 2-65A2.....	2.00
	<hr/>
	\$29.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new cap screws.

Be sure and assemble flange with 1 $\frac{5}{8}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle using original foot throttle rod.

The Hand Throttle Rod is installed on the frame side using the new slip joint and old clamp and points up and front at closed throttle.

Consult the general instructions for adjusting.

Eq. 1420

CHANDLER 8-75 1929

Own Motor, 8 Cyl. 3x4 $\frac{1}{2}$ "

This installation requires:

1 SBBX—Throttle Chamber Assembly....	\$13.00
1 SBBU—Float Bowl Assembly	7.75
1 S46C—Choke Assembly	5.50
1 S33B1—Foot Throttle Lever .....	.50
1 57E2—Gas Fitting .....	.25
1 S54B—Flange	2.00
	<hr/>
	\$29.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 $\frac{5}{8}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

Consult the general instructions for adjusting.

Eq. 1421**CHANDLER ROYAL 8 1928**

Own Motor, 8 Cyl. 3 1/4 x 4 3/4"

This installation requires:

1 SBBX—Throttle Chamber Assem'b'y.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly.....	5.50
1 S33B1—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting.....	.25
1 S64C1—Flange.....	4.00
	<hr/>
	\$31.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1422**JORDAN 8 1926-27**

Own Motor, 8 Cyl. 3 x 4 3/4"

This installation requires:

1 SBBX—Throttle Chamber Assem'b'y.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly.....	5.50
1 S33B6—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting.....	.25
1 S54B—Flange.....	2.00
	<hr/>
	\$29.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 5/8" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

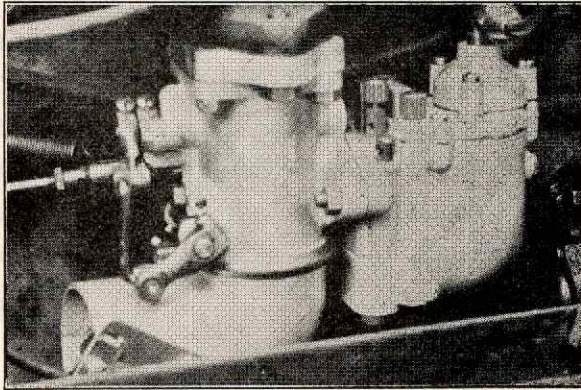
Consult the general instructions for adjusting.

Eq. 1507

REO FLYING CLOUD AND MASTER 1927-29

REO MODEL 20-25 1930

Own Motor, 6 Cyl. 3 $\frac{3}{8}$ x5"



This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33A1A—Throttle Lever .....	.50
1 S145C—1 $\frac{1}{8}$ " Crankcase Adapter.....	1.00
1 57E2—Gas Fitting .....	.25
1 S55C1—Flange	2.00
	<hr/>
	\$32.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs. Bolt flange to manifold, turning nuts parallel to the motor, then bolt carburetor to the flange. Be sure and assemble flange with 1 $\frac{3}{4}$ " diameter hole next to the carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the motor side, pointing up and back at closed throttle.

The original throttle rod is turned over and bent slightly to clear crankcase ventilator elbow.

Consult the general instructions for adjusting.

Eq. 1508

CORD FRONT WHEEL DRIVE 1929-30

Own Motor, 8 Cyl. 3 $\frac{1}{4}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SC—Throttle Chamber	\$13.25
<i>Without Bell Crank</i>	
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 M33A7—Foot Throttle Lever .....	.75
1 47L5—Foot Throttle Rod .....	.50
1 57E2—Gas Fitting .....	.25
1 38C1—Hand Throttle Cable Holder....	.50
1 S80—Flange	5.00
	<hr/>
	\$34.50

DIRECTIONS FOR INSTALLATION

This carburetor is installed on the right hand side of motor with the float bowl to the frame.

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the throttle shaft next to the motor and points down and forward at closed throttle.

The Foot Throttle Rod is installed on the motor side using the original ball joint.

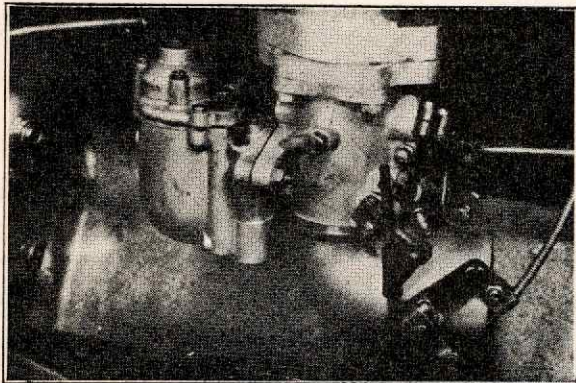
The 38C1 Clamp is installed under rear cap screw (and next to motor) on the adapter flange.

Consult the general instructions for adjusting.

Eq. 1509

FRANKLIN MODEL 145-147 1930

Own Motor, 6 Cyl. 3½x4¾"



This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly	8.75
1 S46C—Choke Assembly	5.50
1 S33B1A—Foot Throttle Lever .....	.50
1 S33B1—Hand Throttle Lever.....	.50
1 58A14—Gas Line .....	.75
1 S55—Flange, includ. 2-63A7, 2-64A4..	2.00
	<hr/>
	\$32.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with 1¾" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on the frame side using the original slip joint and clamp pointing down and back at closed throttle.

Be sure and tape end of electric hot spot wire before starting the motor.

Consult the general instructions for adjusting.

Eq. 1510

CHRYSLER 80 1926-27

Own Motor, 6 Cyl. 3½x5"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly	8.75
1 S46C—Choke Assembly	5.50
1 S33B4—Foot Throttle Lever .....	.50
1 57B2—Gas Fitting .....	.25
1 S55—Flange	2.00
	<hr/>
	\$31.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1¾" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

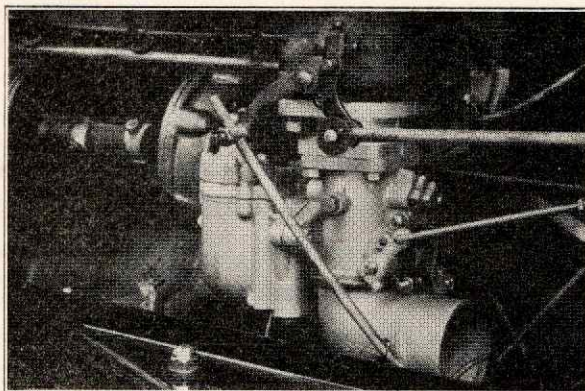
The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1511

NASH TWIN IGNITION 8 1930

Own Motor, 8 Cyl. 3 1/4 x 4 1/2"



This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S48C—Choke Assembly using S36B3....	5.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H—Throttle Rod .....	.25
1 57E2—Gas Fitting .....	.25
1 113A3—Throttle Rod Clamp .....	.25
1 S99C—Flange	4.00
	<hr/>
	\$34.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Choke Lever next to the motor.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the frame side clamping on original throttle rod.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1512

CHANDLER 8-85 1929

Own Motor, 8 Cyl. 3 3/8 x 4 3/4"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting .....	.25
1 S65—Flange	4.00
	<hr/>
	\$33.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1513**CHANDLER BIG 6 1929**Own Motor, 6 Cyl. 3 $\frac{3}{4}$ x5"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 47F2—Throttle Rod .....	.25
1 58A9—Gas Line .....	.75
1 34A1—Slip Joint .....	.25
1 34B1—Slip Joint Clamp.....	.25
1 S65—Flange	4.00
	<hr/>
	\$35.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Rod is installed on the frame side using the slip joint and clamp.

Consult the general instructions for adjusting.

Eq. 1514**STUDEBAKER PRESIDENT 8 1928**Own Motor, 8 Cyl. 3 $\frac{3}{8}$ x4 $\frac{3}{8}$ "

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B6—Foot Throttle Lever .....	.50
1 57E1—Gas Fitting.....	.25
1 S65—Flange	4.00
	<hr/>
	\$33.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

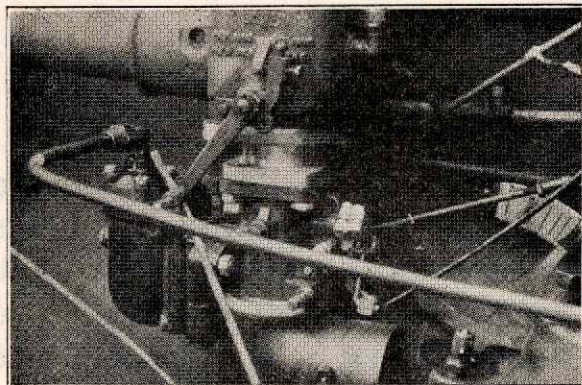
The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

Consult the general instructions for adjusting.

Eq. 1323

NASH TWIN IGNITION 6 1930

Own Motor, 6 Cyl. 3 $\frac{3}{8}$ x4 $\frac{1}{2}$ "



This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly	7.75
1 S46B—Choke Assembly	4.50
1 S33B1—Throttle Lever .....	.50
1 47H—Throttle Rod25
1 57E2—Gas Fitting25
1 113A3—Throttle Rod Clamp.....	.25
1 S99B—Flange	4.00
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	\$29.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the motor.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the motor side clamping on original throttle rod.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1324

HUDSON SUPER 8 1930

Own Motor, 8 Cyl. 2 $\frac{3}{4}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H10—Throttle Rod .....	.50
1 58A8—Gas Line	1.00
1 113A1—Throttle Rod Clamp.....	.25
1 S96B—Flange	4.00
	<hr/>
	\$30.00

DIRECTIONS FOR INSTALLATION

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.

Take out throttle valve in the manifold 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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and forward at closed throttle.

The Throttle Rod is installed on the frame side using the throttle rod clamp.

Hook throttle spring on vacuum connection on manifold.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED APRIL 21, 1930

Eq. 1325

STUDEBAKER COMMANDER 6

1929-30

Own Motor, 6 Cyl. 3 3/8 x 4 5/8"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 47F4—Hand Throttle Rod.....	.25
1 34A1—Slip Joint.....	.25
1 34B1—Slip Joint Clamp.....	.25
1 S63—Flange.....	3.00
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	\$28.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Rod and Lever are installed on the frame side using slip joint and clamp.

Consult the general instructions for adjusting.

Eq. 1326

REO MODEL T 6 1923-26

Own Motor, 6 Cyl. 3 3/16 x 5"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S48B—Choke Assembly using S36B3....	4.50
1 S33A1A—Foot Throttle Lever.....	.50
1 57B1—Gas Fitting.....	.25
1 S53—Flange.....	2.00
	<hr/>
	\$26.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 1/2" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Choke Lever next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1127**GRAHAM PAIGE 610 1928****Johnson Equipped**Own Motor, 6 Cyl. 2 $\frac{7}{8}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33A1—Foot Throttle Lever.....	.50
1 47H—Foot Throttle Rod.....	.25
1 113A1—Throttle Rod Clamp.....	.25
1 S61—Flange.....	3.00
	<hr/>
	\$22.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow Points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Foot Throttle Rod is installed on the motor side using throttle rod clamp on the original foot throttle rod.

Consult the general instructions for adjusting.

Eq. 1128**GRAHAM PAIGE 610 1928****Carter Equipped**Own Motor, 6 Cyl. 2 $\frac{7}{8}$ x4 $\frac{1}{2}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly.....	3.50
1 S33A1—Foot Throttle Lever.....	.50
1 47H—Foot Throttle Rod.....	.25
1 113A1—Throttle Rod Clamp.....	.25
1 S77A—Flange.....	3.00
	<hr/>
	\$22.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Foot Throttle Rod is installed on the motor side using throttle rod clamp on the original foot throttle rod.

Consult the general instructions for adjusting.

Eq. 1129**OLDSMOBILE 6 1924-1927**Own Motor, 6 Cyl. 2 $\frac{3}{4}$ x4 $\frac{3}{4}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever.....	.50
1 47J7—Throttle Rod50
1 57B2—Gas Fitting25
1 114-1—Choke Dash Control.....	1.75
1 S51—Flange	2.00
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	\$23.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 $\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the front with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and forward at closed throttle.

The Throttle Rod is installed on the motor side.

Consult the general instructions for adjusting.

Eq. 1130**AUBURN 6-66 1927**Continental Motor, 6 Cyl. 2 $\frac{7}{8}$ x4 $\frac{3}{4}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B6—Foot Throttle Lever .....	.50
1 S33B1—Hand Throttle Lever50
1 47F2—Hand Throttle Rod25
1 57B2—Gas Fitting25
1 S51—Flange	2.00
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	\$22.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 $\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Rod is installed on the frame side and is bent to suit.

Consult the general instructions for adjusting.

Eq. 1131

NASH STANDARD SIX 1929

Marvel Equipped

Own Motor, 6 Cyl. 3 1/8x4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H—Throttle Rod25
1 57E1—Gas Fitting25
1 113A1—Throttle Rod Clamp25
1 S92A1—Flange	4.00
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	\$24.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the frame side clamping on original throttle rod.

Consult the general instructions for adjusting.

Eq. 1132

FORD MODEL T 1908-1927

Own Motor, 4 Cyl. 3 3/4x4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S48A—Choke Assembly with return spring	3.50
1 S33A6—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 58A1—Gas Line .....	.50
1 66A—Manifold	4.00
1 S51—Flange, with 2-65A1.....	2.00
	<hr/>
	\$26.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new cap screws.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the frame with the choke lever next to the dash.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and back at closed throttle.

It will be necessary to make a throttle control rod for this installation. A direct connection by a rod 22" long by 1/4" passing thru the floor boards will be found to be the simplest and most efficient method of control. This rod should pass through a hole in the center of the upper floor board about 4" from the brake pedal. Be sure that throttle rod does not come into contact with the magnetic plug.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and forward at closed throttle. A wire control for the hand throttle may be used by running the wire back of carburetor and through the block to hand control on the steering column.

Consult the general instructions for adjusting.

Eq. 1133

DODGE BROS. 4 1927-1928

Model 124-128

Own Motor, 4 Cyl. $3\frac{7}{8} \times 4\frac{1}{2}$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever .....	.50
1 57E1—Gas Fitting .....	.25
1 S61—Flange	3.00
	<hr/>
	\$22.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1134

FRANKLIN 10-C 11-A 1925-26

Own Motor, 6 Cyl. $3\frac{1}{4} \times 4$ "

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1A—Foot Throttle Lever.....	.50
1 S33B2—Hand Throttle Lever .....	.50
1 S51—Flange with 2-63A3, 2-64A2.....	2.00
	<hr/>
	\$21.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with $1\frac{1}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to frame and points down and back at closed throttle.

Note: Fuelizer wire must be taped. Piece of plate metal must be placed between manifold fuelizer.

Consult the general instructions for adjusting.

Eq. 1135**FALCON-KNIGHT 1927-28**

Own Motor, 6 Cyl. 2 15/16x3 7/8"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33A6—Hand Throttle Lever.....	.50
1 47M2—Throttle Rod .....	.25
1 57E1—Gas Fitting .....	.25
1 S51—Flange	2.00
	<hr/>
	\$22.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and forward at closed throttle.

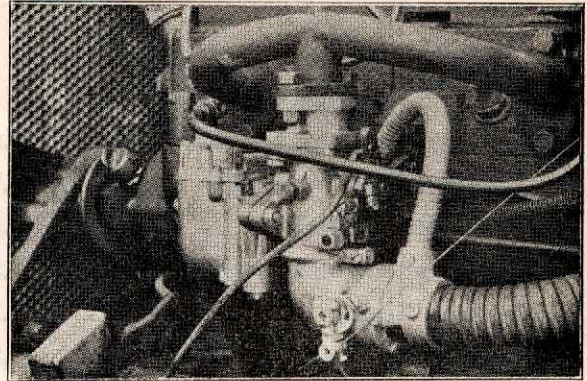
The Throttle Rod is installed on the frame side using the original ball joint.

The Hand Throttle Lever is installed on bell crank shaft next to frame pointing down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1136**CHEVROLET 4 1925-28**

Own Motor, 4 Cyl. 3 11/16x4"



This installation requires:

1 SA—Throttle Chamber Assembly.....	\$ 7.25
<i>Without Bell Crank</i>	
1 SAU—Float Bowl Assembly.....	6.75
1 S48A—Choke Assembly with Return Spring	3.50
1 M33F6—Throttle Lever .....	.75
1 57E2—Gas Fitting .....	.25
1 S142—Hot Air Tube Adapter, including 2-26	1.00
1 54D—Flexible Tubing .....	.25
1 S61A—Flange	3.00
	<hr/>
	\$22.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

The Choke Elbow points to the rear with the choke lever next to the frame.

Connect original hot air tube into Hot Air Tube Adapter.

The Throttle Lever is installed on the throttle shaft next to the dash.

Consult the general instructions for adjusting.

Eq. 1137

PONTIAC SIX 1926-27

Own Motor, 6 Cyl. 3 1/4 x 3 3/4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever.....	.50
1 57E1—Gas Fitting .....	.25
1 115-5—Choke Wire .....	.25
1 S51—Flange	2.00
	<hr/>
	\$21.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 1/4" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1138

NASH LIGHT 6 1927

AJAX 1926

Own Motor, 6 Cyl. 3x4"

This installation requires:

1 SAX—Throttle Chamber Assembly.....	\$ 8.50
1 SAU—Float Bowl Assembly.....	6.75
1 S46A—Choke Assembly	3.50
1 S33B1—Foot Throttle Lever.....	.50
1 57E1—Gas Fitting .....	.25
1 S77A—Flange	3.00
	<hr/>
	\$22.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod is installed on the frame side and is bent slightly to shorten.

Consult the general instructions for adjusting.

Eq. 1215

HUPMOBILE SIX 1926-27

Own Motor, 6 Cyl. 3 $\frac{1}{8}$ x4 $\frac{1}{4}$ "

This installation requires:

1 SAAX—Throttle Chamber Assembly	\$10.00
1 SAAU—Float Bowl Assembly	6.75
1 S46B—Choke Assembly	4.50
1 S33B6A—Foot Throttle Lever	.50
1 57E2—Gas Fitting	.25
1 S62—Flange	3.00
	<hr/>
	\$25.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

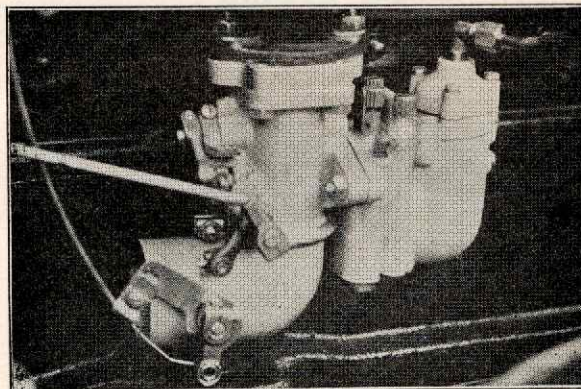
Consult the general instructions for adjusting.

Eq. 1216

DE SOTO SIX 1929-1930

1 $\frac{1}{8}$ " UPDRAFT

Own Motor, 6 Cyl. 3x4 $\frac{1}{8}$ "



This installation requires:

1 SAAX—Throttle Chamber Assembly	\$10.00
1 SAAU—Float Bowl Assembly	6.75
1 S46B—Choke Assembly	4.50
1 S33A1—Foot Throttle Lever	.50
1 47D10—Throttle Rod	.25
1 57B1—Gas Fitting	.25
1 S52A—Flange	2.00
	<hr/>
	\$24.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 $\frac{3}{8}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod is installed on the frame side using the original ball joint.

Consult the general instructions for adjusting.

Eq. 1217

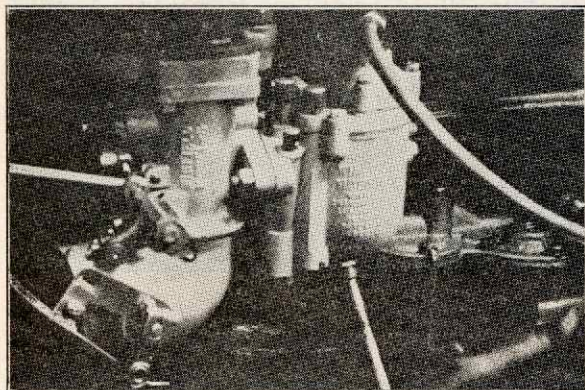
CHRYSLER SIX 1930

Own Motor, 6 Cyl. 3 1/8x4 1/4"

DODGE SIX DD 1930

1 1/8" UPDRAFT

Own Motor, 6 Cyl. 3 1/8x4 1/8"



This installation requires:

1 SAAX—Throttle Chamber Assembly	.....	\$10.00
1 SAAU—Float Bowl Assembly	.....	6.75
1 S46B—Choke Assembly	.....	4.50
1 S33B1A—Foot Throttle Lever	.....	.50
1 58A14—Gas Line	.....	.75
1 S52A—Flange	.....	2.00
		<hr/>
		\$24.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original studs.

Be sure and assemble flange with 1 3/8" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

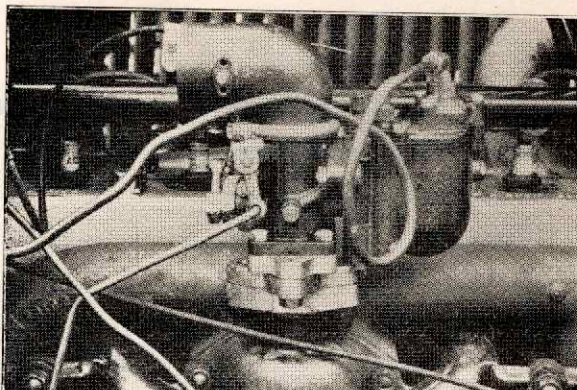
Consult the general instructions for adjusting.

Eq. 1218

PLYMOUTH 4 1929-30

Downdraft

Own Motor, 4 Cyl. 3 5/8x4 1/4"



This installation requires:

1 SAAX—Throttle Chamber Assembly	.....	\$10.00
1 SAAD—Float Bowl Assembly	.....	6.75
1 S46B—Choke Assembly	.....	4.50
1 S33C1—Foot Throttle Lever	.....	.50
1 57E1—Gas Fitting	.....	.25
1 S62—Flange, including 2-63A3, 4-64A2	.....	3.00
		<hr/>
		\$25.00

DIRECTIONS FOR INSTALLATION

The regular intake manifold is removed and turned over for this downdraft installation... Be careful not to disturb intake manifold gaskets. It is necessary to install an electric gasoline pump with this installation as present vacuum tank is not high enough to provide for gasoline supply to Downdraft Carburetor.

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

The Adapting Flange is drilled for new studs.

The Choke Elbow points to the rear with the Cable Holder next to the motor.

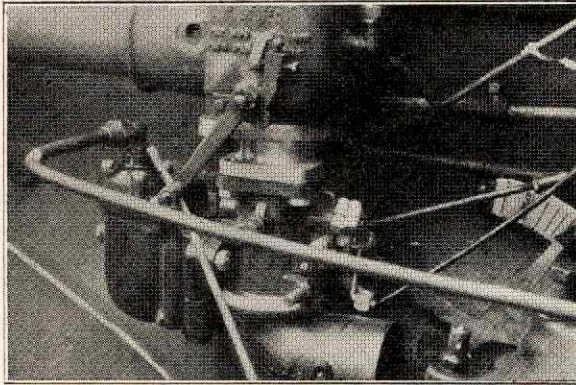
The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and slightly back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1327**NASH SPECIAL SIX 1926-27-28**

Own Motor, 6 Cyl. 3 1/4 x 4 1/2"



This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S48B—Choke Assembly using S36B3..	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 47H—Throttle Rod .....	.25
1 57E2—Gas Fitting .....	.25
1 113A2—Throttle Rod Clamp .....	.25
1 S94B—Flange	4.00

\$29.00**DIRECTIONS FOR INSTALLATION**

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Choke Lever next to the motor.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Throttle Rod and Clamp are installed on the motor side clamping on original throttle rod.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED MAY 1, 1930

Eq. 1328**AUBURN SIX 76-80-85 1928-29-30**

Lycoming Motor, 6 Cyl. 2 7/8 x 4 3/4"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever .....	.50
1 S33B1—Hand Throttle Lever .....	.50
1 47F1—Hand Throttle Rod .....	.25
1 57B2—Gas Fitting .....	.25
1 34A1—Slip Joint .....	.25
1 34B1—Slip Joint Clamp.....	.25
1 S63—Flange	3.00
	<hr/>
	\$28.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor, and points up and back at closed throttle.

The Hand Throttle Rod is installed on the frame side using the slip joint and clamp.

Consult the general instructions for adjusting.

WINFIELD CARBURETOR CO.

DATED MAY 1, 1930

Eq. 1329**FRANKLIN 135-137 1929**

Own Motor, 6 Cyl. 3½x4¾"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B1A—Foot Throttle Lever .....	.50
1 S33B1A—Hand Throttle Lever .....	.50
1 57B2—Gas Fitting .....	.25
1 S53—Flange with 2-63A3, 2-64A2.....	2.00
	<hr/>
	\$27.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with 1½" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on Bell Crank Shaft next to frame and points forward and up at closed throttle.

Consult the general instructions for adjusting.

Eq. 1330**WILLYS-KNIGHT 66 1925-26-27****Right Hand Installation**

Own Motor, 6 Cyl. 3¼x4¾"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever .....	.50
1 S33B1—Lever for Oil Control.....	.50
1 57E2—Gas Fitting .....	.25
1 98B—Flange, includ. 2-63A7, 2-64A4, 1-62B	1.50
1 S53—Flange	2.00
	<hr/>
	\$28.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with 1½" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Oil Control Lever is next to frame and points down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1331

STEARNS-KNIGHT BIG 6, 1926-27

Own Motor, 6 Cyl. 3½x5"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 57E2—Gas Fitting .....	.25
1 34A1—Slip Joint .....	.25
1 S63—Flange	3.00
	<hr/>
	\$28.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever points forward and up at closed throttle.

Note: If motor has crankcase ventilator tubing, it may be connected to the Choke Elbow by drilling and tapping elbow for ⅜" Pipe Thread.

Consult the general instructions for adjusting.

Eq. 1332

WILLYS-KNIGHT 66A 1928-29

Left Hand Installation

Own Motor, 6 Cyl. 3¾x4¾"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly	7.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 S33B6—Hand Throttle Lever.....	.50
1 47D12—Spark Rod .....	.50
1 58A10—Gas Line	1.00
1 98B—Flange, includ. 2-63A7, 2-64A4, 1-62B	1.50
1 S53—Flange	2.00
	<hr/>
	\$29.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs.

Be sure and assemble flange with 1½" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on the frame side using the original slip joint and clamp.

The Spark Rod runs from steering column to Bell Crank on side of block. Bend to suit. Use original ball joint. Disconnect and remove the oil pump control rod. This rod is no longer needed as the Willys-Knight factory recommends the installation of their new automatic oil control which should be installed.

Consult the general instructions for adjusting.

Eq. 1333

LITTLE MARMON 1927

Own Motor, 8 Cyl. 2 $\frac{3}{4}$ x4"

This installation requires:

1 SB—Throttle Chamber Assembly.....	\$10.25
<i>Without Bell Crank</i>	
1 SBU—Float Bowl Assembly.....	7.75
1 S48B—Choke Assembly, using S36B3..	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 47E2—Throttle Rod .....	.25
1 58A8—Gas Line	1.00
1 117A—Choke Rod .....	.25
1 S63—Flange	3.00
	<hr/>
	\$27.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Choke Lever next to the frame.

The Throttle Lever is installed on the Throttle Shaft next to the dash and points down and to frame at closed throttle.

The Throttle Rod is installed on the frame side using the original ball joint.

Consult the general instructions for adjusting.

Eq. 1334

FRANKLIN 11-B 1927

Own Motor, 6 Cyl. 3 $\frac{1}{4}$ x4"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B1A—Foot Throttle Lever .....	.50
1 S33B2—Hand Throttle Lever.....	.50
1 S53—Flange, with 2-63A6, 2-64A5.....	2.00
	<hr/>
	\$26.75

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new studs. Be sure and assemble flange with 1 $\frac{1}{2}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to frame and points down and back at closed throttle.

Note: Tape end of fuelizer wire before starting motor and place piece of plate metal between intake manifold and fuelizer.

Consult the general instructions for adjusting.

Eq. 1335

PEERLESS SIX 61-61A, 1929-30

Continental Motor, 6 Cyl. 3 3/8 x 4"

This installation requires:

1 SB—Throttle Chamber Assembly.....	\$10.25
<i>Without Bell Crank</i>	
1 SBU—Float Bowl Assembly.....	7.75
1 S48B—Choke Assembly, using S36B3..	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 S53B1—Flange, includ. 2-65A1.....	2.00
	<hr/>
	\$25.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for new cap screws.

Be sure and assemble flange with 1 1/2" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Choke Lever next to the frame.

The Throttle Lever is installed on the throttle shaft next to the dash and points down and to frame at closed throttle.

Discard crankcase ventilator and cover hole with plate.

Consult the general instructions for adjusting.

Eq. 1336

STEARNS-KNIGHT 4, Prior to 1925

Own Motor, 4 Cyl. 3 3/4 x 5 1/8"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33A1—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting.....	.25
1 S63—Flange.....	3.00
	<hr/>
	\$27.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the motor.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1337

MARMON 68, 1928-29

Own Motor, 8 Cyl. 2 13/16x4 1/4"

ROOSEVELT 8, 1929

Own Motor, 8 Cyl. 2 3/4x4 1/4"

This installation requires:

1 SB—Throttle Chamber Assembly.....	\$10.25
<i>Without Bell Crank</i>	
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 47E6—Throttle Rod .....	.25
1 S63—Flange	3.00
	<hr/>
	\$26.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Shaft next to the dash and points down and to frame at closed throttle.

The Throttle Rod is installed on the frame side using the original ball joint.

Consult the general instructions for adjusting.

Eq. 1338

MARMON-ROOSEVELT 8 1930

Own Motor, 8 Cyl. 2 3/4x4 1/4"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly	4.50
1 S33B1—Foot Throttle Lever .....	.50
1 47H8—Throttle Rod .....	.50
1 S145B—3/4" Crankcase Ventilator Adapter	1.00
1 54-0—Flexible Tubing .....	.50
1 S63—Flange	3.00
	<hr/>
	\$29.25

DIRECTIONS FOR INSTALLATION

This carburetor is installed on the right hand side of motor with the float bowl to the front. The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points up and back at closed throttle.

The Throttle Rod is installed on the frame side.

Consult the general instructions for adjusting.

Eq. 1339**MARMON 69 1930**

Own Motor, 8 Cyl. 2 13/16x4 1/4"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 58A14—Gas Line.....	.75
1 S145B—3/4" Crankcase Ventilator Adapter.....	1.00
1 54-0—Flexible Tubing.....	.50
1 S63—Flange.....	3.00
	<hr/>
	\$29.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1340**MARMON 78 1928-29**

Own Motor, 8 Cyl. 2 15/16x4"

This installation requires:

1 SB—Throttle Chamber Assembly.....	\$10.25
<i>Without Bell Crank</i>	
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33B6—Foot Throttle Lever.....	.50
1 47E7—Throttle Rod.....	.25
1 S63—Flange.....	3.00
	<hr/>
	\$26.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the throttle shaft and points down and to the frame at closed throttle.

The Throttle Rod is installed on the frame side using the original ball joint.

Consult the general instructions for adjusting.

Eq. 1341**PAIGE SIX 65-72-75 1927**

65—Own Motor, 6 Cyl. 3¼x5"

72-75—Own Motor, 6 Cyl. 3¾x5"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33B1—Foot Throttle Lever.....	.50
1 47J5—Throttle Rod.....	.50
1 57E2—Gas Fitting.....	.25
1 S53—Flange.....	2.00
	<hr/>
	\$27.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1½" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Throttle Rod is installed on the motor side.

Consult the general instructions for adjusting.

Eq. 1342**MARQUETTE SIX 1929-30**

Own Motor, 6 Cyl. 3½x4½"

This installation requires:

1 SBX—Throttle Chamber Assembly.....	\$11.50
1 SBU—Float Bowl Assembly.....	7.75
1 S46B—Choke Assembly.....	4.50
1 S33A1—Foot Throttle Lever.....	.50
1 47H7—Throttle Rod.....	.50
1 58A13—Gas Line.....	1.00
1 113A1—Throttle Rod Clamp.....	.25
1 S93B—Flange.....	4.00
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	\$30.00

DIRECTIONS FOR INSTALLATION

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.

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.

File the manifold clean and smooth before installing the new adapter. Bolt on new adapter flange, using the original copper gasket and cap screws.

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

The Adapting Flange is drilled for original cap screws.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points straight down at closed throttle.

The Throttle Rod is installed on the frame side clamping to heat control rod with clamp furnished.

Consult the general instructions for adjusting.

Eq. 1423**VIKING V-8 1929-30**Own Motor, 8 Cyl. 3 $\frac{3}{8}$ x3 $\frac{5}{8}$ "

This installation requires:

1 SBBX—Throttle Chamber Assembly.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33B1A—Foot Throttle Lever .....	.50
1 58A16—Gas Line	1.00
1 S145C—1" Crankcase Ventilator Adapter	1.00
1 54N—Flexible Tubing50
1 S64C—Flange	4.00
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	\$33.25

DIRECTIONS FOR INSTALLATION

This carburetor is installed over the center of the motor with the float bowl to the front.

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the right and slightly to the rear with the Cable Holder next to the dash.

The Bell Crank Assembly is installed on the right hand side.

The Throttle Lever is installed on the Bell Crank Shaft on left hand side and points down and forward at closed throttle.

Consult the general instructions for adjusting.

Eq. 1424**HUDSON SIX 1924-25-26**Own Motor, 6 Cyl. 3 $\frac{1}{2}$ x5"

This installation requires:

1 SBBX—Throttle Chamber Assembly.....	\$13.00
1 SBBU—Float Bowl Assembly.....	7.75
1 S46C—Choke Assembly	5.50
1 S33C6—Foot Throttle Lever.....	.50
1 57E1—Gas Fitting25
1 92—Flange	1.00
1 S54C—Flange, includ. 2-65A1.....	2.00
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	\$30.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange (92) is tapped for original cap screws.

Be sure and assemble flange with 1 $\frac{5}{8}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the frame and points down and forward at closed throttle.

The original Throttle Rod is installed on the frame side and can be shortened to suit.

Note—Flat washers should be used under two long cap screws (next to motor) bolting No. 92 Flange to manifold (or shortened slightly) to avoid projecting through the flange and striking the S54C Flange.

Consult the general instructions for adjusting.

Directions for Installation and Adjusting the Twin Winfield

1. Before removing the original carburetor, take out the two cap screws in the throttle shaft bracket at the rear of the intake manifold. Remove the connector on the end of the throttle shaft and clamp it on the end of the Winfield throttle shaft. Remove the original carburetor.

2. Before bolting on the new twin carburetor assembly set the adjusting needles to the number of notches specified below.

Idling Needles—set both at 14 notches

Intermediate Speed Needles—set both at 28 notches.

High Speed Needles—set both at 32 notches.

3. Bolt on the twin carburetor to the manifold, float bowls to the front. Use a new gasket if the old one is not in good condition. Draw up the four nuts evenly. Be sure all nuts are tight so there will be no chance of an air leak around the gasket.

4. Line up the throttle shaft and tighten clamp on connector and then bolt on the original bracket support for the throttle shaft.

5. Be sure that the throttles on the carburetor open to the wide open position when the accelerator is pressed down to the floor board. To determine this, have some one step on the accelerator while you watch to see that the throttle stop strikes the stop on the carburetor body. This procedure is important because if the throttle does not open to its full capacity, the motor will not develop full power and speed.

6. Oil all the bell crank joints and shafts thoroughly to insure smooth throttle action. With the motor idling, also oil the throttle shaft at both throttle bearings.

7. Be sure to tape the end of the fuelizer wire before starting the motor.

8. The double choke assembly is furnished with one cable holder and choke lever on the frame side.

9. The two strainer bowls are connected with a 5/16" gas line and a compression T outlet for connection to the regular gas line.

FLOAT LEVEL

The float level on the new model "S" is set for approximately a 1½ lb pressure which is equivalent to the pressure delivered by most mechanical fuel pumps. It should not be necessary to change the float level on a mechanical fuel pump feed.

Remember that the float level in each bowl must be set at exactly the same level. This is vitally important for a satisfactory adjustment.

Start the motor and allow it to idle for a few minutes and then shut off. Remove the float level plugs on the side of the float bowl and check to see that the gasoline is the same level in both bowls and just below the bottom of the threads.

ADJUSTMENTS

The following instructions are special and supplement the general instructions given on the regular installation and instruction sheet.

IDLING ADJUSTMENTS

Start with 14 notches opening on each idling adjustment screw. Screw the idling screw on each carburetor one notch at a time to obtain the proper idling mixture. The final adjustment may have a difference of one or two notches on the two carburetors.

THROTTLE STOP

On the Twin Installation, it is only necessary to use one throttle stop screw for setting the idling speed. Use the throttle stop screw on the frame side.

INTERMEDIATE NEEDLE ADJUSTMENTS

Start with intermediate needles at 28 notches—high speed at 32. The following instructions apply to both carburetors and **the secret of synchronizing twin carburetors lies in adjusting the needles on both carburetors two notches at a time so both are set at the same number of notches.**

Consult the general instruction sheet for the correct method in setting the intermediate adjustment.

HIGH SPEED NEEDLE ADJUSTMENTS

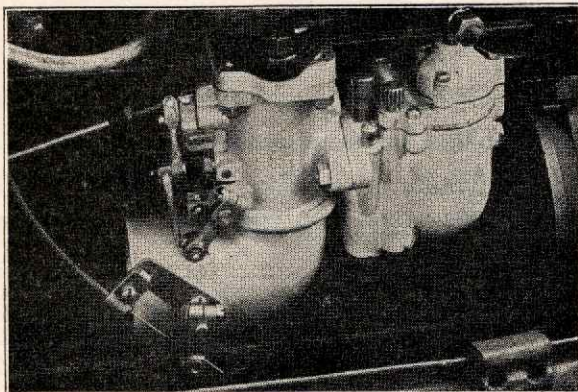
After making your final setting on the intermediate needles, set the high speed adjustment needles four notches more than the intermediate needle. Then try the car out on the road. If you think the performance can be improved upon, open the two high speed needles four more notches. Check this setting by again trying the car out on the road. If this last setting shows an improvement, this is your final setting. If there was no improvement in performance, go back to your previous setting of the high speed needles.

Eq. 1515

CHRYSLER IMPERIAL 80

1928-29-30

Own Motor, 6 Cyl. 3 $\frac{5}{8}$ x5"



This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B4—Foot Throttle Lever50
1 57B2—Gas Fitting25
1 S55D—Flange	2.50
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	\$32.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 $\frac{3}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1516

PIERCE ARROW 6-80 1925-27

Own Motor, 6 Cyl. 3 $\frac{1}{2}$ x5"

This installation requires:

1 SC—Throttle Chamber Assembly.....	\$13.25
<i>Without Bell Crank</i>	
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1A—Foot Throttle Lever .....	.50
1 S55—Flange	2.00
	<hr/>
	\$30.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1 $\frac{3}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Shaft, and points down and to motor at closed throttle.

Consult the general instructions for adjusting.

Eq. 1517

PIERCE ARROW 6-81 1928

Own Motor, 6 Cyl. 3½x5"

This installation requires:

1 SC—Throttle Chamber Assembly.....	\$13.25
<i>Without Bell Crank</i>	
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1A—Foot Throttle Lever .....	.50
1 S145C—1" Crankcase Ventilator Adapter	1.00
1 S55—Flange	2.00
	<hr/>
	\$31.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1¾" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the throttle shaft and points down and to motor at closed throttle.

Consult the general instructions for adjusting.

Eq. 1518

DUESENBERG 8 1926-27-28

Own Motor, 8 Cyl. 27/8x5"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.50
1 S46C—Choke Assembly	5.50
1 S33B4—Foot Throttle Lever.....	.50
1 57E2—Gas Fitting .....	.25
1 S55—Flange	2.00
	<hr/>
	\$31.25

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

Be sure and assemble flange with 1¾" diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1519**MARMON 74-75 1924-1928**Own Motor, 6 Cyl. 3 $\frac{3}{4}$ x5 $\frac{1}{8}$ "

This installation requires:

1 SC—Throttle Chamber Assembly.....	\$13.25
<i>Without Bell Crank</i>	
1 SCU—Float Bowl Assembly with S31B	8.75
1 S46C—Choke Assembly	5.50
1 S33B6—Foot Throttle Lever.....	.50
1 57E3—Gas Fitting .....	.25
1 114-1—Choke Dash Control.....	1.75
1 S55—Flange	2.00
	<hr/>
	\$32.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is tapped for original cap screws.

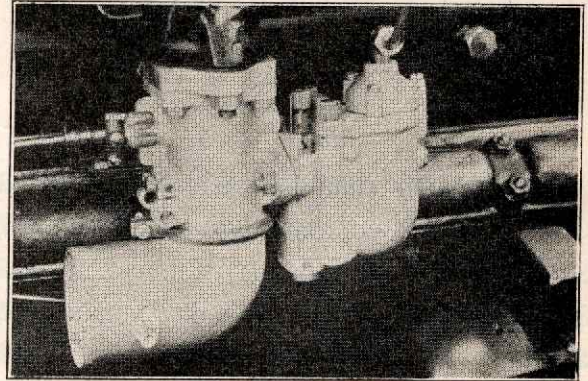
Be sure and assemble flange with 1 $\frac{3}{4}$ " diameter hole next to carburetor.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Throttle Lever is installed on the Throttle Shaft and points up and in at closed throttle.

Note: Tap $\frac{1}{4}$ " pipe thread in choke elbow next to motor for crankcase ventilator.

Consult the general instructions for adjusting.

Eq. 1520**PACKARD SIX 1926-27-28**Own Motor, 6 Cyl. 3 $\frac{1}{2}$ x5"

This installation requires:

1 SC—Throttle Chamber Assembly.....	\$13.25
<i>Without Bell Crank</i>	
1 SCU—Float Bowl Assembly.....	8.75
1 S48C—Choke Assembly using S36B3..	5.50
1 S112-1—Throttle Shaft Clamp Lever....	.50
1 134—Throttle Shaft Connector.....	1.00
1 47E3—Throttle Rod25
1 58A8—Gas Line	1.00
1 117B—Choke Rod25
1 S55C1—Flange	2.00
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	\$32.50

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

Be sure and assemble flange with 1 $\frac{3}{4}$ " diameter hole next to carburetor.

Assemble flange on manifold first, turn nuts parallel to motor, then bolt carburetor to flange.

The Choke Elbow points to the rear with the Choke Lever next to the motor.

The Shaft Clamp Lever is installed on the original throttle at the rear and points down and to the frame at closed throttle.

The Throttle Rod is installed at the rear of the motor, using the original ball joints.

The Throttle Shaft Connector is installed on the carburetor throttle Shaft connecting to original Throttle Shaft.

Consult the general instructions for adjusting.

Eq. 1521**PEERLESS MASTER & CUSTOM 8
1930**

Own Motor, 8 Cyl. 3 3/8x4 1/2"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1A—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 S65—Flange	4.00
	<hr/>
	\$34.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points up and back at closed throttle.

The Hand Throttle Lever is installed on Bell Crank Shaft next to frame and points down and back at closed throttle.

Consult the general instructions for adjusting.

Eq. 1522**MARMON 79 1930**

Own Motor, 8 Cyl. 3 3/16x4 3/4"

This installation requires:

1 SCX—Throttle Chamber Assembly.....	\$14.50
1 SCU—Float Bowl Assembly.....	8.75
1 S46C—Choke Assembly	5.50
1 S33B1—Foot Throttle Lever.....	.50
1 S33B11—Hand Throttle Lever.....	.75
1 47H3—Throttle Rod .....	.50
1 58A14—Gas Line	1.00
1 S145C—Crankcase Ventilator Adapter	1.00
1 54-0—Flexible Tubing .....	.50
1 S65—Flange	4.00
	<hr/>
	\$37.00

DIRECTIONS FOR INSTALLATION

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

The Adapting Flange is drilled for original studs.

The Choke Elbow points to the rear with the Cable Holder next to the frame.

The Bell Crank Assembly is installed on the right hand side next to the frame.

The Foot Throttle Lever is installed on the Bell Crank Shaft next to the motor and points down and forward at closed throttle.

The Hand Throttle Lever is installed on the Bell Crank Shaft next to the frame and points back and slightly down at closed throttle.

The Throttle Rod is installed on the motor side.

Change valve plate cover from front to rear to connect up crankcase ventilator adapter.

Consult the general instructions for adjusting.