
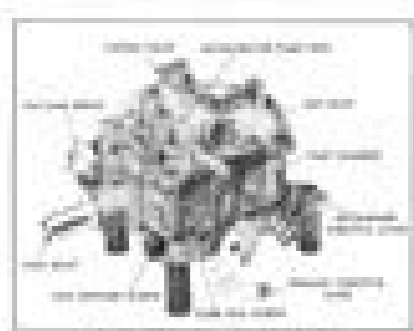


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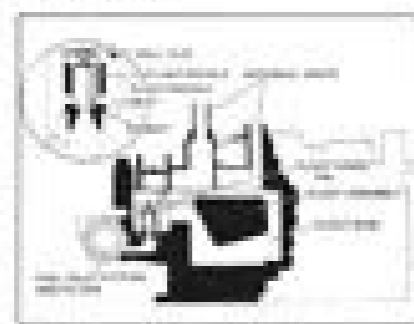
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THEORY OF OPERATION

FLLOAT SYSTEM (Fig. 10)

The float system consists of a float valve, piston, needle valve, and float. The float valve is mounted on the float chamber and is connected to the fuel line. The float is mounted on a pivot and is connected to the needle valve. As the fuel level in the float chamber rises, the float rises and the needle valve closes, preventing further fuel from entering the float chamber. As the fuel level falls, the float falls and the needle valve opens, allowing fuel to enter the float chamber.



SOLE SYSTEM (Fig. 11)

The sole system is a type of carburetor in which the fuel is drawn from the float chamber through a sole passage. The sole passage is a narrow passage that leads from the float chamber to the carburetor. The fuel is drawn through the sole passage by the vacuum created in the carburetor. The sole passage is usually adjustable, and it can be adjusted to give a richer or leaner mixture.

When the thermostat assembly is in place on the carburetor, the bent-over end of the coil spring, hooks over the bent end *II* on the choke lever. The spring thus offers resistance to the movement of the piston. When the engine is first started, the vacuum created in the intake manifold pulls the piston down against the tension of the coil spring, and opens the

the engine is stopped, the thermostat cools off, and the spring recoils and closes the choke.

Disassembling Climatic Control

66. The climatic control is disassembled as follows:

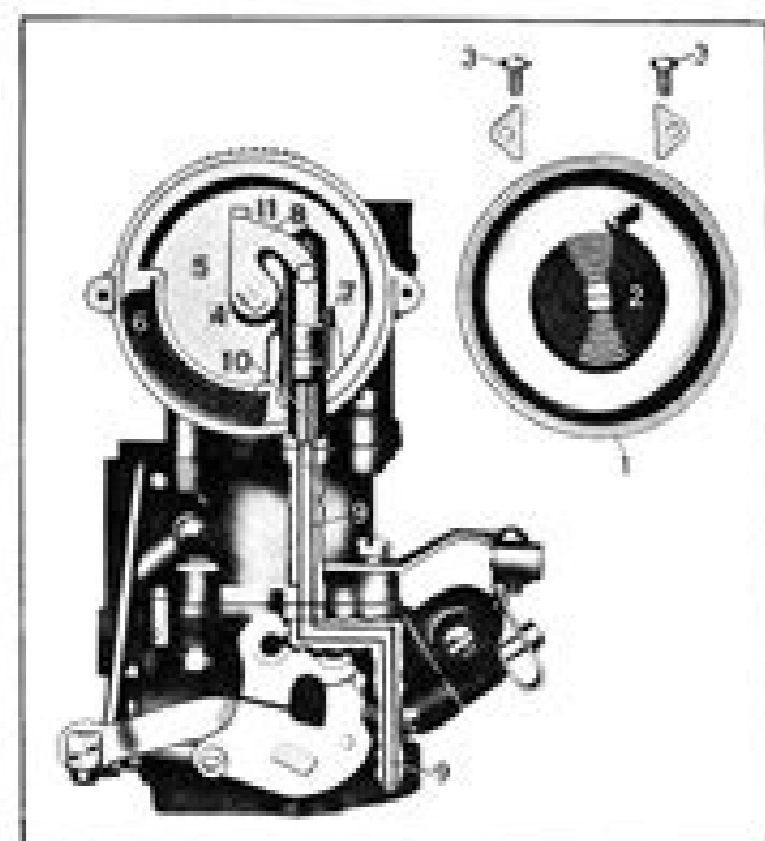
1. Remove the two screws that hold the thermostat cover assembly to the body, and remove the assembly.
2. Remove the screw that holds the choke lever, and take off the fast-idle cam and collar assembly.
3. Remove the two screws that hold the choke valve to its shaft, and take out the valve.
4. Turn the choke lever until the piston is free from its cylinder, and remove the choke lever and the piston as an assembly. Be careful not to lose the piston pin.
5. Remove the strainer.

Reassembling Climatic Control

67. Before reassembling any of the parts, wash all of them, except the thermostatic coil spring and the cover assembly, in solvent or clean gasoline. Then blow through all of the passages with compressed air. Clean out the float cover thoroughly and see that all parts work freely. If any parts are worn or damaged, replace them.

The reassembling should be done as follows:

1. Install the choke lever and the piston as an assembly.
2. Replace the choke valve, using new screws. Check the movement of the choke valve, to see that it does not rub or bind on the wall of the carburetor throat. Then tighten the screws securely. The valve, if properly installed, should fall open of its own weight.
3. Install the fast-idle cam-and-collar assembly and the choke lever, and fasten them in place by their attaching screw.
4. Install the strainer in the piston-plate housing.
5. Install the thermostatic coil spring and cover assembly with the notch at the bottom, and then turn in the holding screws part way. Turn the cover counterclockwise until the index mark on the cover lines up with the center mark on the piston-plate housing. Then tighten the holding screws. Instructions for setting for leaner or richer mixtures are stamped on the cover.
6. The position of the choke valve is governed by the heat of the engine and the temperature of the surrounding air. On warm days the valve will be slightly open; on cold days, it will be fully closed.
7. Check the action of the choke valve to make sure that it operates freely in the air horn.
8. Reassemble the carburetor to the engine, making sure that the flexible tubing is properly connected. If an



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| <p>(b)</p> <ol style="list-style-type: none"> 1. cover 2. thermostatic, or coil, spring 3. cover screws and washers 4. choke-valve shaft 5. piston-plate <p>(a) Thermostat assembly</p> | <p>(a)</p> <ol style="list-style-type: none"> 6. screen 7. piston 8. choke lever 9. vacuum passage 10. cylinder 11. bent end on lever <p>(b) Piston housing assembly</p> |
|--|--|

FIG. 22. CARTER CLIMATIC CONTROL

choke valve far enough for initial running. As the engine warms up, hot air is drawn from the stove on the exhaust manifold through the connecting pipe and the screen and into the thermostat housing. It then passes through slots in the cylinder uncovered by the piston in its downward movement, and through the vacuum passage to the intake manifold. As the heat increases, the coil spring loses its tension, uncoils, and allows the choke valve to open gradually.

After the choke valve reaches its full-open position, it will remain open by its own weight. When

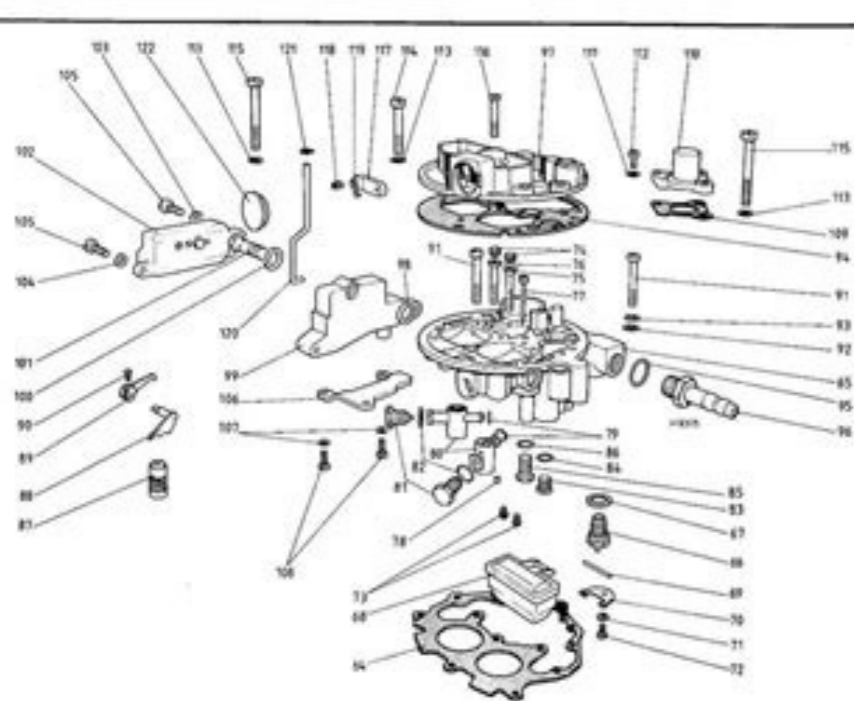
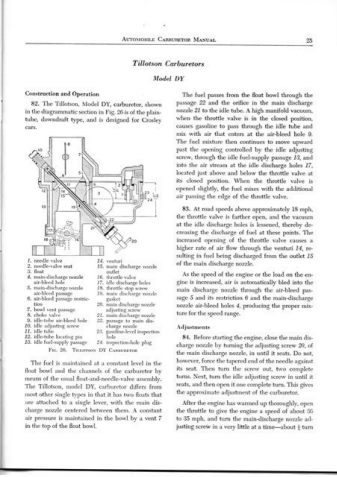


Fig. 2. 12A Exploded view of the Solex/Zenith 25-40 (INAT) Carburetor (without mixture bypass system) - upper section (See 14)

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|-----------------------|------------------------|------------------------------|----------------------|--------------------|
| 64 Gasket | 76 Mixing tube | 88 Pump lever | 100 Sealing ring | 112 Screw |
| 65 Backplate | 77 Jet | 89 Pump lever | 101 Holow screw | 113 Screw |
| 66 Filter needle | 78 Jet | 90 Counterbore screw | 102 Thermostat valve | 114 Screw |
| 67 Sealing ring | 79 O-ring | 91 Screw | 103 Spring washer | 115 Screw |
| 68 Filter | 80 Pre-washer | 92 Washer | 104 Spring washer | 116 Screw |
| 69 Shaft | 81 Control pin screw | 93 Sealing ring | 105 Screw | 117 Nut |
| 70 Holder | 82 Sealing ring | 94 Carburetor cover gasket | 106 Strap | 118 Spring |
| 71 Spring washer | 83 Pump needle valve | 95 Sealing ring | 107 Spring washer | 119 Choke |
| 72 Screw | 84 Sealing ring | 96 Short pin | 108 Screw | 120 Connecting rod |
| 73 Manifold | 85 Pump pressure valve | 97 Carburetor cover assembly | 109 Gasket | 121 Clamp ring |
| 74 Air connection jet | 86 Sealing ring | 98 Sealing ring | 110 Cover | 122 End cap |
| 75 Mixing tube | 87 Pump piston | 99 Holder | 111 Spring washer | |

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