SERVICE PROCEDURE

1935 THRU 1938 — BB DOWNDRAFT CARBURETER

A fast, simple, circuit method of servicing BB Downdraft Carbureters. Use Carter Tool Kit. BE ACCURATE.

1. Remove throttle lever assembly.

2. Remove throttle shaft dog and choke connector rod.
   Disconnect rod at upper end.

3. Remove air horn assembly.
   Remove body gasket.

4. Remove float lever pin retainer, float and lever assembly, and pin.
   Remove needle and seat assembly. If needle shows wear, replace both needle and seat.

5. Remove idle orifice tube and plug assembly and attached parts.
   Remove pin spring to detach from step-up piston and plate assembly. Remove step-up piston spring and gasket from step-up cylinder.

6. Remove pump jet assembly.

7. Remove main metering jet and gasket assembly.
   Early 1935 and prior models used main metering screw beneath float bowl.

8. Remove step-up jet and gasket assembly.

9. Disconnect pump connector link at both ends.
   Check throttle shaft lever and pump connector link for wear.

10. Remove entire pump assembly.
    Disconnect pump operating link and spring from plunger assembly. Examine leathers for wear or indication of leakage.

11. Remove pump check needle plug and needle.
    Disregard this operation in 1936 and prior models.

12. Remove pump retainer ring and ball at bottom of pump cylinder.
    Use tool number T109-56 to remove retainer ring.
13. Remove body flange assembly and insulator from body.
(See note at bottom of page.)

14. Remove idle adjustment screw and spring and idle port plug.

15. Remove throttle valve and throttle shaft and arm assembly.
Check for loose arm and wear on shaft.


17. Remove choke tube bracket assembly.
Disengage spring before removing to avoid injury to spring.

18. Remove choke control lever and shaft assembly.
Clean castings and all parts thoroughly with clean gasoline.

19. Group parts controlling gasoline level.

20. Group parts controlling idle circuit.


22. Group parts controlling pump circuit.

23. Group parts for choke circuit.
Examine each part in the five groups and replace any part that shows wear, or does not meet specifications.

24. Place insulator and new flange gaskets on body flange casting.
Be sure that holes in casting, insulator and gaskets line up properly. 1953 models do not have insulator.

25. Set body in place, then tighten screws securely.
Don't forget to put lock washers on screws.

26. Assemble idle circuit parts as shown.
Use new throttle valve screws. Scrape all carbon from bore of flange casting.

Note: In 1936 and prior models, vent tube assembly in diffuser box in venturi should be removed with screwdriver and cleaned with air. In 1937 and 1938 models, vent tube can be serviced by removing rivet plug under bowl directly below main metering jet. Tool Number 7109-70 must be used to remove tube and to install new tube. Never reuse old vent tube or plug.
27. Install throttle shaft and arm assembly.

28. Install throttle valve.
Small "o" in circle or part number should be toward idle port when viewing casting from manifold side. Center throttle valve by tapping lightly and hold in place with fingers before tightening screws.

29. Install idle adjustment screw and spring.
Back out from seated position to specifications.

30. Install idle port plug.
Late models have rivet which must be installed before idle adjustment screw and spring.

31. Install idoke orifice tube and plug assembly.
Assembly must seat well in casting.

32. Assemble parts for pump circuit.

33. Install pump jet assembly.
Models prior to 1957 used separate pump jet and pump jet plug. Be sure jet is clear of all restrictions and seats properly.

34. Install pump check needle and plug.
Disregard this operation on models prior to 1957 as they do not have the needle and plug. 1938 models use ball and spring instead of needle.

35. Install ball and pump retainer ring in pump cylinder.
1935 and prior models used pump check needle seat instead of retainer ring.

36. Install complete pump plunger assembly as shown.
1936 and prior models used double piston pump arrangement which should be installed with casting inverted. Inner piston should operate freely.

37. Install pump connector link.
Inner hole for short stroke, outer hole for long stroke.

38. Assemble parts controlling high speed circuit.
Check spring for damage.

39. Install main metering jet and gasket assembly.
Early 1935 and prior models used main metering screw beneath float bowl.

40. Install step-up jet and gasket assembly.
Early 1935 and prior models used step-up valve assembly.
41. Install step-up piston, gasket, spring, and step-up piston plate and rod assembly.

Early 1935 and prior models used step-up piston assembly in air horn (bowl cover) casting.

42. Assemble parts controlling gasoline level as shown.

Check float for dents and wear on lip and float pin for wear. If needle shows groove on seating surface, replace both needle and seat.

43. Install needle seat and gasket assembly.

44. Install needle, float pin, float and lever assembly, and retainer.

Set float level to specifications by bending lip, not float.

45. Install air horn casting.

Use new body gasket.

46. Assemble parts for choke circuit.

47. Install choke control lever and shaft assembly.

Check for loose lever on shaft.

48. Install choke valve assembly.

Always use new screws.

49. Install choke tube bracket assembly.

Install spring.

50. Install choker connector rod and throttle shaft dog.

51. Install throttle lever assembly.

Tighten screw securely. Protect your work with a Carter Air dome Fuel Filter.

Note: New flange gasket should be used when installing carburetor on manifold. On cars without governor, gasket with 4 slots should be used; on cars with governor, gasket with 4 small holes should be used between carburetor and governor, the original gasket with 4 slots to remain on manifold beneath governor.

Always use complete new gasket assortment when servicing a Carter Carburetor.

NO CARBURETER CAN DELIVER GOOD MILEAGE OR PERFORMANCE UNLESS COMPRESSION IS NORMAL AND THE MOTOR IS PROPERLY TUNED.