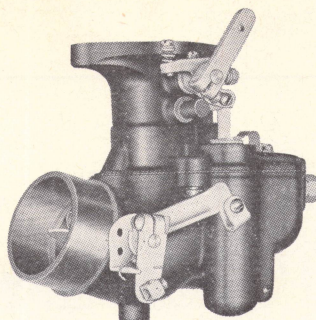


MODELS

6J2-6J3 — M7-M8

6K2-6K3 — M7



Cut shows 6K3

CHRYSLER MARINE 1943-46

BB UP-DRAFT CARBURETOR Nos. 6J2-6J3-6K2-6K3—LIST PRICE \$22.00

A \$6.00 exchange allowance is deducted from the list price if buyer turns in old carburetor.

CARBURETOR SPECIFICATIONS

For Six-Cylinder Engine, Model M7—3-7/16 Inch Bore, 4 1/2 Inch Stroke

For Eight-Cylinder Engine, Model M8—3 1/4 Inch Bore, 4 7/8 Inch Stroke

Dimensions: Flange size, 1 1/2 inch (38.10 mm).

Throttle bore, 1 1/2 inch (38.10 mm).

Main venturi, 1-1/16 inch I. D. (26.99 mm).

Air bleed through venturi, to idle passage .076 inch diameter (1.93 mm) drill.

Float Setting: Top of float 1/32 to 1/16 inch (.79 to 1.59 mm) below top of surface of lower body.

Balance Vent Tube: Inside diameter, 7/32 inch (5.56 mm).

Gasoline Intake Needle: Triangular, horizontal. No. 44 (2.18 mm) drill in needle seat.

Idle Jet Tube: Jet size, .0236 inch (.60 mm) drill.

Idle Ports: Lower port size: .062 to .064 inch (1.58 to 1.63 mm) diameter. Top of port located .005 to .009 inch (.13 to .23 mm) below lower edge of valve. Upper port size: .053 to .057 inch (1.35 to 1.45 mm) diameter (for idle adjustment screw).

Set Idle Adjustment Screw: 1/2 to 1 1/2 turns open. For richer mixture, turn screw out. Do not idle engine below 300 r.p.m. or 6 m.p.h.

Main Metering Screw: (6J2-6K2) Adjustable.

Main Metering Jet: (6J3-6K3) Calibrated to flow 350 cc per minute. (Do not gauge for size. If in doubt, repair with new part.)

Nozzle: (6J2-6K2) No. 33 (2.87 mm) drill, I. D. (30°). (6J3-6K3) No. 31 (3.04 mm) drill, I. D. (30°).

Accelerating Jets: 2—.038 inch (.97 mm) drill 1/16 inch (1.59 mm) from shoulder.

2—.038 inch (.97 mm) drill 3/8 inch (9.525 mm) from shoulder.

2—.038 inch (.97 mm) drill 23/32 inch (18.256 mm) from shoulder.

2—.063 inch (1.60 mm) drill 1-1/16 inch (26.99 mm) from shoulder.

Air Bleed to Nozzle: (Vent tube) Size, .048 inch (1.22 mm) drill.

Step-up Jet: (Power Orifice) Size, .055 inch (1.40 mm) drill.

Accelerating Pump: Type, low pressure, delayed action. Stroke: Summer setting, inner hole, short stroke 9/16 inch (14.29 mm).

Winter setting (outer hole, long stroke) 1 inch (25.40 mm).

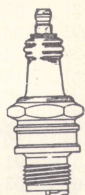
Pump intake ball check: Size 1/8 inch (3.175 mm). Pump discharge retainer (in pump valve cage assembly) .0635 inch diameter (1.615 mm) drill size.

Choke: Manual—Butterfly type, with pressure relief poppet valve.

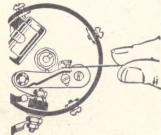
Vacuum Spark Port: .029 inch (.73 mm) diameter.

Motor Tune-Up—Be Accurate! Always Use Feeler Gauges!

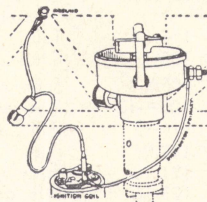
CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.



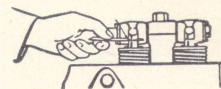
Spark
Plug Gap
.025"



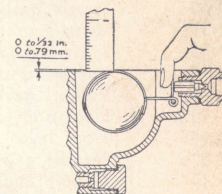
Set
Breaker Points
(6J2-6J3—M8)
.018"
(All—M7)
.020"



Ignition Timing
Breaker Points to Open
(6J2-6J3—M7-M8)
2° ATDC
(6K2-6K3—M7)
4° ATDC (Cast Iron
Pistons)



Set Valves
Hot
(6J2-6J3—M7-M8)
Intake .008"
Exhaust .010"
(6K2-6K3—M7)
Intake .010"
Exhaust .010"



Correct Float Level
1/32" to 1/16"
Below Edge of Casting
(Remove Gasket)

CARBURETOR ADJUSTMENTS

To Secure a Good Idle: Set throttle lever adjusting screw so motor runs approximately 300 rpm. Then set idle adjustment screw so motor fires evenly. Correct setting will be found between 3/4 and 1 1/2 turns open. A richer mixture is obtained by backing out adjustment screw—a leaner mixture by turning screw in. If motor stalls while idling, remove idle passage tube and idle jet tube and clean with compressed air.

Pump Stroke is adjustable. Pump link connected by inner

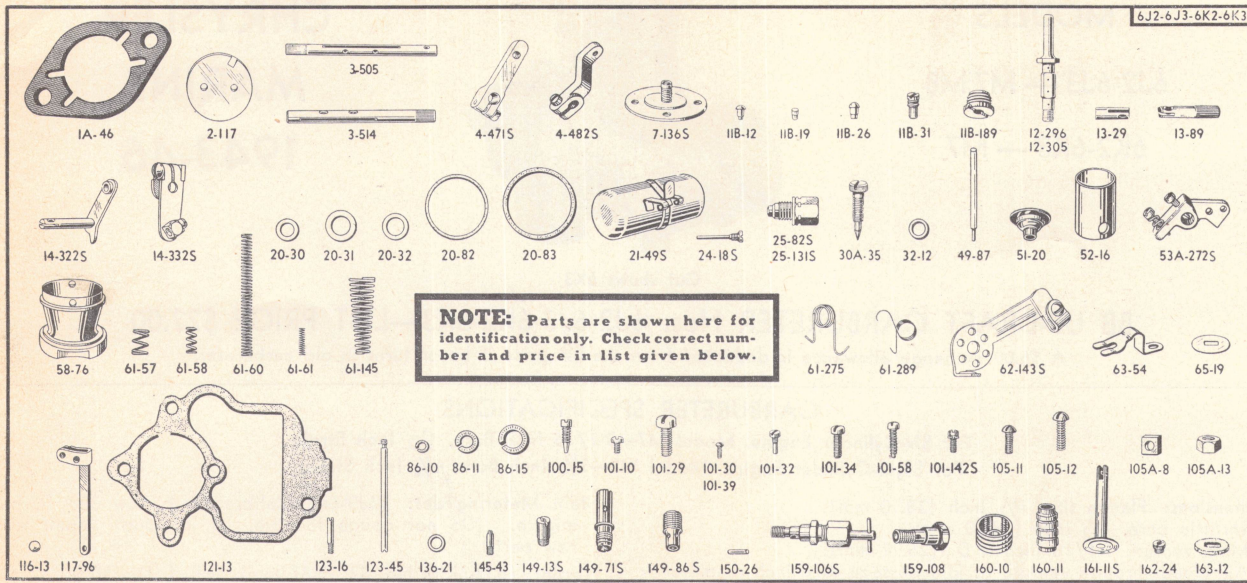
hole produces short stroke, outer hole results in long stroke. Use setting consistent with good performance.

If Motor Loads—Check Float Level: Wear on lip of float lever will raise float level from factory setting, causing carburetor to load up. To lower float level, bend lip of float lever toward needle. To raise float level, bend lip away from needle. A very slight bend is sufficient. Be sure to bend lip of float, not bracket.

- Economy:** (a) Maximum economy is secured only when breaker points, spark plugs, valves and ignition timing are set to manufacturer's specifications.
- (b) Float level must set as instructed.
- (c) Balls must be free in checks and seats should be clean. When reassembling all checks

must be screwed in tight against seat.

- (d) Step-up push rod must move freely in upper and lower guides and be installed with small end down.
- (e) Step-up piston in upper casting should not bind and must be free from dirt and carbon accumulation.



ADD 5% TO PRICES SHOWN WITH FRACTIONAL ADJUSTMENT TO NEAREST EVEN CENT. (See Form 3423.) TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE PRICES LISTED HEREIN ARE NOT IN EXCESS OF THE PRICES PROVIDED BY THE APPLICABLE PREVALING PRICE REGULATION OF THE OFFICE OF PRICE ADMINISTRATION.

Chrysler-Marine—1943-1946—Carbureters 6J2-6J3-6K2-6K3—List Price \$22.00

WHEN SERVICING, USE GASKET ASSORTMENT No. 179, PRICE \$0.35; REPAIR PKG. No. 1342B, PRICE \$3.25

PART NAMES IN BOLD TYPE, LISTED BELOW, INDICATE CONTENTS OF REPAIR PACKAGE

Part No.	PART NAME	List Price	Part No.	PART NAME	List Price
1A-46	Flange gasket	(All) \$0.06	61-289	Choke lever spring	(6J2-6J3) .15
2-117	Throttle valve	(All) .20	62-143S	Choke tube clamp assembly	(6K2-6K3) .25
3-505	Throttle shaft	(6J2-6J3) .50	63-54	Plunger shaft seal retainer	(All) .10
3-514	Throttle shaft	(6K2-6K3) .60	65-19	Pump link cover plate	(All) (2) .02
4-471S	Throttle lever assembly	(6K2-6K3) .60	86-10	Lock washer	(All) .01
4-482S	Throttle lever assembly	(6J2-6J3) .60	86-11	Lock washer	(All) (3) .01
7-136S	Choker valve assembly	(All) .50	86-15	Flange stud lock washer	(All) .01
11B-12	Rivet passage plug	(All) .02	100-15	Headless screw	(All) .05
11B-19	Plug	(All) .02	101-10	Wire clamp screw	(6K2-6K3) .05
11B-26	Rivet passage plug	(All) (2) .02	101-29	Body attaching screw	(All) (3) .05
11B-31	Idle port plug	(All) .10	101-30	Choke valve screw	(All) (2) .05
11B-189	Step-up piston plug	(All) .10	101-32	Pump link screw	(All) .05
12-296	Nozzle	(6J2-6K2) .60	101-34	Throttle lever clamp screw	(All) .05
12-305	Nozzle	(6J3-6K3) .60	101-39	Throttle valve screw	(All) (2) 2 for .05
13-29	Choker shaft stub	(All) .15	101-58	Throttle lever adjusting screw	(All) .05
13-89	Choker shaft	(6K2-6K3) .20	101-142S	Attaching screw and washer assembly	(6J2-6J3—1) (6K2-6K3—3) .05
14-322S	Choker lever and shaft assembly	(6J2-6J3) .40	105-11	Tube clamp screw	(6K2-6K3) .05
14-332S	Choker lever and shaft assembly	(6K2-6K3) .35	105-12	Choke lever clamp screw	(6K2-6K3) .05
20-30	Nozzle gasket	(All) .05	105A-8	Tube clamp nut	(6K2-6K3) (2) .05
20-31	*Needle seat gasket	(All) .05	105A-13	Flange nut	(All) .05
20-32	Metering screw gasket	(All) .05	116-13	Ball	(All) (2) .02
20-82	Venturi gasket—upper	(All) .05	117-96	Pump link	(All) .15
20-83	Venturi gasket—lower	(All) .05	121-13	Body gasket	(All) .10
21-49S	Float and lever assembly	(All) .80	123-16	Idle orifice tube	(All) .20
24-18S	Float lever pin and plug assembly	(All) .10	123-45	Idle passage tube	(All) .10
25-82S	Needle and seat assembly	(All) .80	136-21	Float lever pin washer	(All) .01
25-131S	Needle and seat assembly (Superseded by 25-82S)	(6J2-6K2) .80	145-43	Vent tube	(All) .05
30A-35	Idle adjustment screw	(All) .30	149-13S	Check valve assembly	(All) .30
32-12	Pump rod gasket	(All) .05	149-71S	Step-up valve assembly	(All) .40
49-87	Step-up push rod	(All) .10	149-86S	Pump valve assembly	(All) .30
51-20	Pump collar	(All) .10	150-26	Pump collar pin	(All) .02
52-16	Pump sleeve	(All) .20	159-106S	Adjustable main metering screw assembly	(6J2-6K2) .75
53A-272S	Pump arm assembly	(All) .60	159-108	Main metering jet	(6J3-6K3) .30
58-76	Venturi	(All) .50	160-10	Pump piston	(All) .40
61-57	Idle adjustment screw spring	(All) .05	160-11	Step-up piston	(All) .20
61-58	Throttle lever adjusting screw spring	(All) .05	161-11S	Pump rod plate and rod assembly	(All) .30
61-60	Step-up piston spring	(All) .05	162-24	Power orifice	(All) .10
61-61	Step-up valve spring	(All) .05	163-12	Plunger shaft felt packing	(All) .05
61-145	Pump spring	(All) .10			
61-275	Choke lever spring	(6K2-6K3) .10			

*Gaskets so marked must be soaked in 90 proof denatured alcohol for 15 minutes, installed on part, and let dry before using.

—Parts so marked are new and listed for first time.

NOTE: Parts in parentheses preceding list price indicate number of pieces used in one carburetor. Where no figure is shown, only one is used.