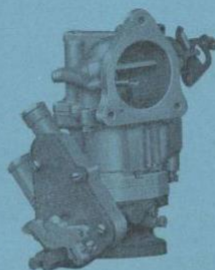


MOTOR SERIAL NUMBERS  
T-236—1001 and Higher



**DODGE  
TRUCK  
MODEL T-236  
( $\frac{3}{4}$  TON, 4x4)  
1945**

**BB Down-Draft Carburetor With Governor — Model ETW1 — List Price \$50.40**

A \$10.00 exchange allowance is deducted from the list price if buyer turns in old carburetor.

**CARBURETOR SPECIFICATIONS**

Dodge 6 Cylinder Engine:  $\frac{3}{4}$  Inch Bore,  $\frac{4}{5}$  Inch Stroke

Dimensions: Flange size,  $1\frac{1}{2}$  inch S.A.E.  
Throttle bore,  $1\frac{1}{16}$  inch (42.86 mm).  
Main venturi,  $1\frac{1}{4}$  inch (31.75 mm).

Float Setting: Top of float  $\frac{5}{64}$  inch (1.98 mm) plus or minus  $\frac{1}{64}$  (.397 mm) below top surface of carburetor body casting.

Vents: Outside: none. Inside: balance vent tube .218 inch (5.56 mm) inside diameter.

Gasoline Intake Needle: Triangular, horizontal, needle seat hole, No. 48 (.93 mm) drill.

Idle Orifice Tube: Jet size, .0276 inch (.70 mm).  
Idle passage air bleed (in air horn), size .055 inch (1.40 mm).  
Idle restriction in body, size .054 inch (1.372 mm).

Idle Ports: Upper port; slot type. Length, .128 inch (3.251 mm). Width, .027 inch (.686 mm).

Top of port .088 to .098 (2.235 mm to 2.489 mm) above top edge of valve.

Lower port size: .053 to .057 inch (1.35 to 1.45 mm) diameter. (For idle adjustment screw.)

Set Idle Adjustment:  $\frac{1}{2}$  to  $1\frac{1}{2}$  turns open. For richer mixture, turn screw out. Idle engine between 500-550 r.p.m.

Main Metering Jet: Calibrated to flow 312 to 316 cc per minute. Do not gauge for size. If in doubt, replace with new part.

Main Vent: Fuel chamber to vent tube well, size .063 inch (1.60 mm) diameter. In vent tube plug, size .0433 (1.10 mm) diameter.  
Restriction in horizontal passage to venturi, size .125 to .130 inch (3.175 mm to 3.302 mm) diameter.

Main Tube Side Holes: 1—.0354 (.90 mm) diameter  $\frac{3}{32}$  inch (2.381 mm) from end.  
1—.0354 (.90 mm) diameter  $\frac{1}{8}$  inch (3.175 mm) from end.  
1—.0236 (.60 mm) diameter  $\frac{1}{2}$  inch (12.70 mm) from end.  
1—.0236 (.60 mm) diameter  $\frac{17}{32}$  inch (13.49 mm) from end.  
1—.0157 (.40 mm) diameter  $1\frac{15}{32}$  inch (37.31 mm) from end.

Step-up Jet: Size, .0413 (1.05 mm) diameter.

Accelerating Pump: Type, vacuum operated. Stroke, non-adjustable. Pump intake passage ball check seat, size .115 to .120 inch (2.93 to 3.05 mm) diameter.

Pump discharge passage, ball check seat size, .062 to .065 inch (1.58 to 1.65 mm) diameter.

Pump discharge jet, size .0315 inch (.80 mm) diameter.

Choke: Manual—Offset butterfly type, with poppet valve.

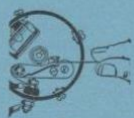
Vacuum Spark Port: None.

**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.



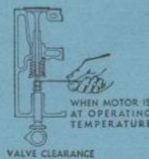
Spark  
Plug Gap  
.025"



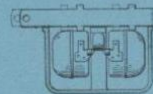
Set  
Breaker Points  
.020"



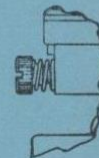
Breaker Points to Open:  
T.D.C.



Set Valves (Hot)  
Intake .008"  
Exhaust .012"



Use Gauge  
Set Float— $\frac{5}{64}$ "



Idle Adjustment  
Screw Setting  
 $\frac{1}{2}$  to  $1\frac{1}{2}$   
Turns Open

Copyright 1947  
by Carter Carburetor Corporation  
All rights reserved

CARTER SERVICE DISTRIBUTORS:  
AUTO ELECTRIC SERVICE CO., Ltd., 1009 BAY ST., TORONTO, ONT.  
BEATTIE AUTO ELECTRIC, Ltd., 176 FORT ST., WINNIPEG, MAN.



ETW1 spec sheet (bottom) also shows float setting at  $\frac{5}{64}$ ".