

Casting No. 421 on face of flange

PLYMOUTH MODEL "P-15" 1947

(LIMITED PRODUCTION)

W-1 DOWN-DRAFT CARBURETOR No. 5745

CARBURETOR SPECIFICATIONS

For Plymouth Six Cylinder Engine: $3\frac{1}{4}$ Inch Bore, $4\frac{3}{8}$ Inch Stroke**Dimensions:** Flange size, $1\frac{1}{4}$ inch S. A. E.Primary venturi, $11/32$ inch I. D.Secondary venturi, $11/16$ inch I. D.Main venturi, $1\frac{1}{4}$ inch I. D.

Float Level: Distance from float (at free end) to float chamber cover, when needle is seated, to be $\frac{1}{2}$ inch plus or minus $1/64$ inch.

Vents: Outside, none. Inside balance vent tube above choke valve $13/64$ inch I. D.

Gasoline Intake: Square vertical needle. Size No. 48 drill hole in needle seat.

Low Speed Jet Tube: Vertical jet size, .039 inch diameter.

By-pass in body, size No. 51 drill.

Economizer jet, size .0545 to .0555 inch diameter.

Idle Ports: Upper port diameter, No. 44 drill.

Lower port diameter, No. 54 drill.

Idle Port Opening: Top of lower port .044 to .048 inch above top edge of valve, with valve closed tight.

Idle Screw Seat: Size No. 52 drill.

Set Idle Adjustment Screw: $1\frac{1}{4}$ to $2\frac{1}{4}$ turns open. For richer mixture, turn screw out. Do not attempt to idle engine below 350 r. p. m.

Outer Nozzle: In primary venturi, angle 30° . Discharge size, .125 inch diameter.

Inner Nozzle: (Seats in outer nozzle) .120 inch I. D.

Nozzle Retainer Plug: Jet size No. 31 drill.

Metering Rod: Economy step .067 inch diameter. Second step tapers to .062 inch diameter. Third step tapers to .060 inch diameter. Power step .046 inch diameter. Length $3\frac{3}{8}$ inches.

Metering Rod Jet: Size .093 inch diameter.

Metering Rod Setting: Use gauge, part No. T109-25 (2.795 inches).

Accelerating Pump: Low pressure type with non-adjustable stroke. Discharge jet, size No. 72 drill.

Intake disk check plug, size No. 62 drill.

Discharge disk check plug, size No. 40 drill.

Choke: Manual—Butterfly type, offset valve.

Throttle Valve. Opens to within 0° to 3° from perpendicular.

Vacuum Spark Port: Slot type; size, .041 to .125. Bottom of port .000 to .004 above top of valve.

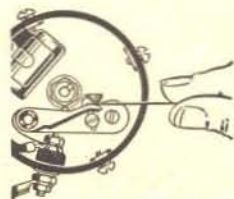
Motor Tune-Up—Be Accurate! Always Use Feeler Gauges!

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



Spark Plug

Gap
.030"



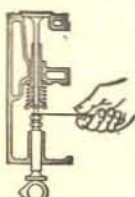
Breaker Point

Setting
.020"



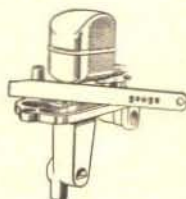
Ignition Timing

Breaker Points to Open:
 3° B. T. D. C.



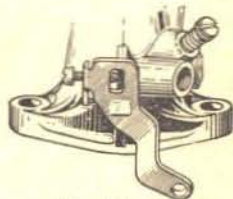
Valve Setting

Intake .008"
Exhaust .010"



Float Setting

(Use Gauge)
 $\frac{1}{2}$ Inch



Idle Adjustment

Screw Setting
 $1\frac{1}{4}$ to $2\frac{1}{4}$
Turns Open

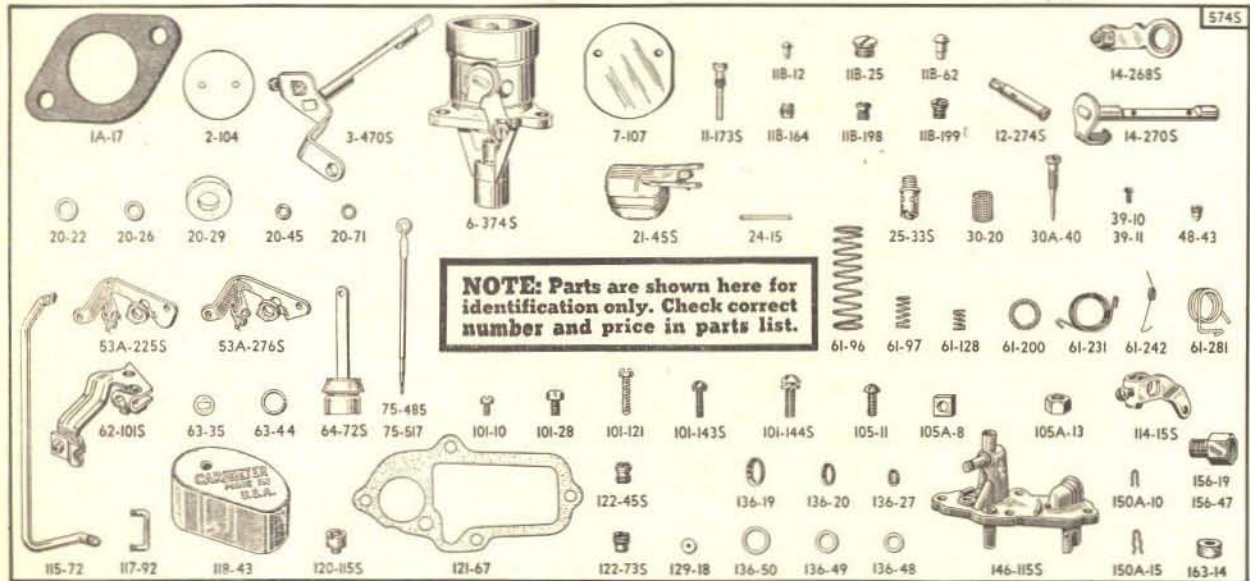
CARBURETER ADJUSTMENTS

If carbureter loads up after considerable service, float level should be checked. Wear on lip of float lever will raise float level. Float level may be reset by bending lip of float lever down to raise float level or bending lever up to lower float level. Only a very slight bend is needed.

If motor stalls while idling, reset idle adjustment screw and throttle lever adjusting screw. If these adjustments do not correct the trouble, remove low speed jet tube and clean thoroughly with compressed air. Examine and see that tube seats gasoline-tight in body casting, top and bottom. If not, replace with a new tube of identical specifications. NEVER CHANGE A LOW SPEED JET TUBE FROM ONE CARBURETER TO ANOTHER.

Increased resistance on foot throttle indicates a clogged pump jet. Pump jet should be removed and cleaned with compressed air, which, in many cases, will remove the dirt or lint. However, it is usually advisable to replace the pump jet, as its cost is nominal. All jets and ball checks must be seated gasoline-tight.

Poor acceleration may be due to damaged or worn plunger leather in accelerating pump, corrosion in pump cylinder, loose or cracked cylinder, cracked plunger cup or bent pump arm (parts which may be replaced at small cost). If plunger is removed from cylinder, always use loading tool in reassembling to avoid damage to plunger leather.



Plymouth—1947—Carbureter 574S

WHEN SERVICING, USE GASKET ASSORTMENT No. 138A; REPAIR PACKAGE No. ‡1089D

PART NAMES IN CAPITAL LETTERS, LISTED BELOW, INDICATE CONTENTS OF REPAIR PACKAGE

Part No.	PART NAME	Part No.	PART NAME
1A-17	FLANGE GASKET	63-44	Retainer ring
2-104	Throttle valve	64-72S	PLUNGER AND ROD ASSEMBLY (Identify by shaft No. 49-129)
3-470S	Throttle shaft and lever assembly	75-48S	METERING ROD—STANDARD—.067"-.067" to .062"-.062" to .060"-.046"
6-374S	Air horn assembly	75-517	Metering rod—1 size lean—.068"-.068" to .065"-.065" to .064"-.049"
7-107	Choke valve	101-10	Wire clamp screw
11-190S	Low speed jet assembly	101-28	Throttle shaft arm clamp screw
11B-12	Rivet plug (7)	101-121	Throttle lever adjusting screw
11B-25	Disk check passage plug	101-143S	Dust cover attaching screw and washer assembly
11B-62	Rivet plug	101-144S	Air horn or bowl cover attaching screw and washer assembly (7)
11B-164	Nozzle plug	105-11	Tube clamp screw (2)
11B-198	Pump jet passage plug	105A-8	Tube clamp nut (2)
11B-199	Idle hole passage plug	105A-13	Flange nut (2)
12-274S	NOZZLE ASSEMBLY	114-15S	THROTTLE SHAFT ARM AND SCREW ASSEMBLY
14-268S	Choke assembly	115-72	Throttle connector rod (Sup. by 115-149)
14-270S	Choke shaft and lever assembly	115-149	THROTTLE CONNECTOR ROD
20-22	Idle hole passage plug gasket	117-92	★Connector link
20-26	Metering rod jet gasket	118-43	Dust cover
20-29	PUMP CYLINDER GASKET—UPPER	120-115S	METERING ROD JET ASSEMBLY—.093" DR.
20-45	NOZZLE GASKET	121-67	BOWL COVER GASKET
20-71	AIR HORN GASKET	122-45S	INTAKE DISK CHECK ASSEMBLY
21-45S	Float and lever assembly	122-47S	DISCHARGE DISK CHECK ASSEMBLY
24-15	Float lever pin	122-73S	Discharge disk check assembly (Sup. by 122-47S)
25-33S	NEEDLE AND SEAT ASSEMBLY	129-18	METERING ROD-DISK
30-20	STRAINER GAUZE	136-19	†PLUG WASHER (CONICAL) 136-50 (FLAT)
30A-40	Idle adjustment screw	136-20	†PLUG WASHER (CONICAL) 136-49 (FLAT) (2)
39-10	Choke valve attaching screw (2)	136-27	†PLUG WASHER (CONICAL) 136-48 (FLAT) (2)
39-11	Throttle valve attaching screw (2)	146-115S	Bowl cover and countershaft assembly
48-43	PUMP JET, 72 DRILL	150A-10	PIN SPRING (3)
53A-225S	Pump lever assembly (Service)	150A-15	PIN SPRING
53A-276S	Pump lever assembly	156-19	Gas line fitting (brass) optional
61-96	Pump spring	156-47	Gas line fitting (steel)
61-97	Adjusting screw lock spring	163-14	FELT PACKING
61-128	Connector rod spring (Use with 115-72)	172-21	THROTTLE CONNECTOR ROD RETAINER (Use with 115-149)
61-200	Plunger spring		
61-231	Choke valve spring		
61-242	Metering rod spring		
61-281	Pump connector link spring		
62-101S	Tube clamp assembly		
63-35	Spring retainer (Use with 115-72)		

†The use of flat or conical plug washers should be determined by shape of seat in casting.

★117-92 available for service (not used in production).

‡Replace 11-173S with 11-190S when servicing 574S on Plymouth.

NOTE: Figures in parentheses indicate number of pieces used in one carbureter. Where no figure is shown, only one is used.