

**483S-574S: MASTER and MASTER
DE LUXE MODELS**

**492S: FLEET ECONOMY
MODEL**

**483S-515S-570S-574S:
GOVERNMENT TRUCK**

(Note: 483S-515S-570S-574S body painted black; 492S body painted brown)



**CHEVROLET
1941-1942-1943**

Casting No. 421 on face of flange of 483S-515S-570S-574S; No. 432 on 492S
W-1 DOWN-DRAFT CARBURETERS Nos. 483S-492S-515S-570S-574S—LIST PRICE \$12.00

A \$2.00 exchange allowance is deducted from list if buyer turns in carburetor which is replaced by any of the above carbureters.

CARBURETER SPECIFICATIONS

For Chevrolet Six Cylinder Engine: 3 1/2 Inch Bore, 3 3/4 Inch Stroke

Dimensions: (All) Flange size, 1 1/4 inch S. A. E.
(All) Primary venturi, 1 1/32 inch I. D.
(All) Secondary venturi, 1 1/16 inch I. D.
(483S-515S-570S-574S) Main venturi, 1 1/4 inch I. D.
(492S) Main venturi, 1-1/16 inch I. D.

Float Level: (483S-492S-574S) Distance from float (at free end) to float chamber cover, when needle is seated, to be 1/2 inch plus or minus 1/64; (515S-570S) 3/8 inch.

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

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

Gasoline Line Connection: (483S-492S-515S) Compression type nipple, 5/16 inch. (570S-574S) 5/16 inch weatherhead nipple.

Low Speed Jet Tube: (483S-515S-570S-574S) Vertical jet size, .035 inch diameter.
(492S) Jet size, No. 72 drill.
(483S-515S-570S-574S) By-pass in body, size No. 51 drill.
(492S) By-pass in body, size No. 56 drill.
(All) Economizer jet; size .0545 to .0555 inch diameter.

Idle Ports: (All) Upper port diameter, No. 44 drill.
(483S-515S-570S-574S) Lower port diameter, No. 54 drill.
(492S) Lower port diameter, No. 52 drill (early production); No. 54 drill (late production).

Idle Port Opening: (483S-492S-515S-574S) Top of lower port .044 to .048 inch above top edge of valve, with valve closed tight.
(570S) Top of lower port .016 to .020 inch above top edge of valve with valve closed tight.

Vacuum Spark Port: (483S-492S-515S-574S) Slot type; size, .041 to .125. Bottom of port .000 to .004 above top of valve.
(570S) None.

Idle Screw Seat: (All) Size No. 52 drill.

Set Idle Adjustment Screw: (All) 1 1/4 to 2 1/4 turns open. For richer mixture, turn screw out. Do not attempt to idle engine below 350 r.p.m.

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

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

Nozzle Retainer Plug: (483S-515S-570S-574S) Jet size, No. 31 drill. (492S) Jet size, No. 53 drill.

Metering Rod: (483S-574S—CIVILIAN VEHICLES) 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 3/8 inches.

(483S-515S-570S-574S—MILITARY VEHICLES) Economy step .066 inch diameter. Second step tapers to .058 inch diameter. Power step .042 inch diameter. Length 3 3/8 inches.

(492S) Economy step .0645 inch diameter. Second step .063 inch diameter. Third step tapers to .061 inch diameter. Power step .046 inch diameter. Length 3 3/8 inches.

Metering Rod Jet: (483S-515S-570S-574S) Size, .093 inch diameter. (492S) Size, .0835 inch diameter.

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

Accelerating Pump: (All) Low pressure type with non-adjustable stroke.

(All) Discharge jet, size No. 72 drill.

(All) Intake disk check plug, size No. 62 drill (Bakelite disk).

(All) Discharge disk check plug, size No. 40 drill (Brass disk).

FOR READINGS BELOW, VIEW CARBURETER WITH FLANGE DOWN AND FLOAT CHAMBER AT RIGHT

Throttle Lever: (483S-515S-570S-574S) At left. In center of travel points toward you.

(492S) At left. In center of travel points toward you and restricts maximum speed to approximately 60 m.p.h.

Throttle Valve: (483S-515S-570S-574S) Opens to within 0° to 3° from perpendicular.

Choker: (All) In air horn, semi-automatic. Butterfly type, offset angled valve.

Choker Levers: (All) At left. Manually operated. In center of range, points down.

Tube Support Bracket: (All) At left on air horn.

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

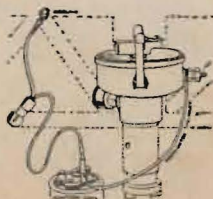
CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carburetor.



**Spark
Plug Gap**
.040"



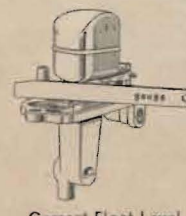
**Set
Breaker Points**
.018"



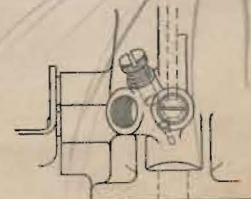
**Use Neon Timing
Light or Timing Light**
Breaker Points to
open 5° before top
dead center



Set Valves—Hot
Intake .006"-.008"
Exhaust .013"-.015"



Correct Float Level
(Remove Cork Gasket
and measure from
machined surface of
float cover)
1/2 Inch (483S-492S-574S)
3/8 Inch (515S-570S)



**Idle Adjustment
Screw Setting**
1 1/4 to 2 1/4
Turns Open

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 PREVAILING PRICE REGULATION OF THE OFFICE OF PRICE ADMINISTRATION.

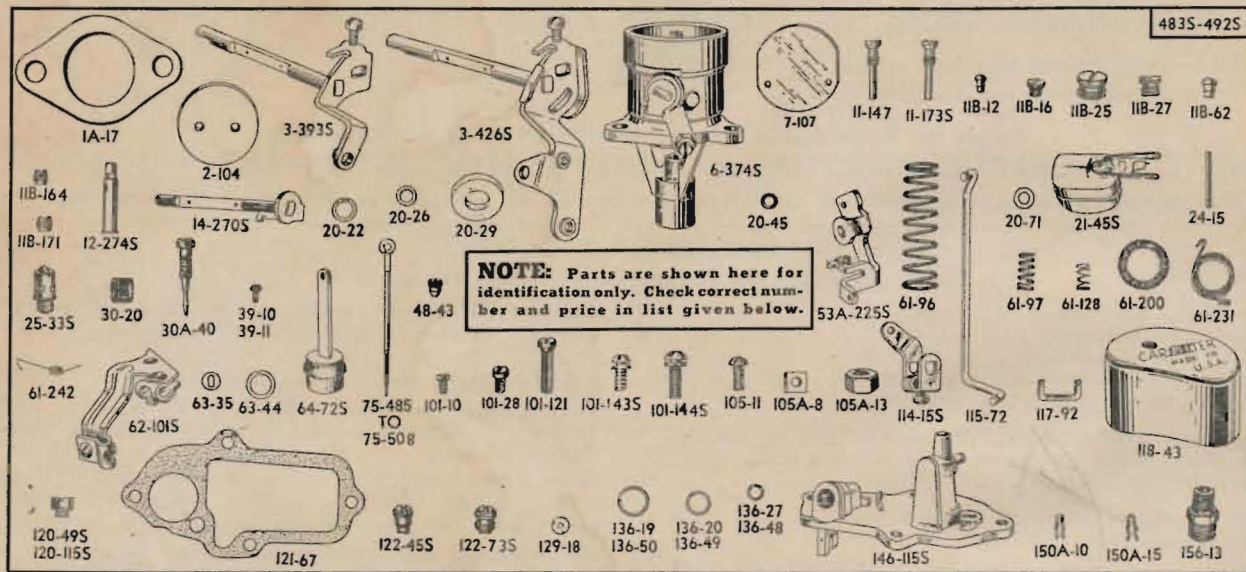
CARBURETER ADJUSTMENTS

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.



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 PREVAILING PRICE REGULATION OF THE OFFICE OF PRICE ADMINISTRATION.

Chevrolet Six—1941-42-43—Carbureters 483S-492S-515S-570S-574S—List Price \$12.00

USE FOR MILITARY VEHICLES ONLY—CARBURETERS 483S-515S-570S-574S
Gasket Asst. 174A, 30c; Repair Package 1336, \$4.95
USE FOR CIVILIAN VEHICLES ONLY—CARBURETERS 483S-492S-574S
Gasket Asst. 138A, 35c; Repair Pkgs.: (483S-574S) 1089A, \$4.95; (492S) 1091, \$3.45

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

Part No.	PART NAME	Used On	List Price	Part No.	PART NAME	Used On	List Price
1A-17	Flange gasket	All	\$0.05	64-72S	Plunger and rod assembly	All	.70
2-104	Throttle valve	All	.10	75-485	Metering rod—standard— CIVILIAN VEHICLES ONLY —.067"-.067" to .062"-.062" to .060"-.046" (Superseded by 75-562 on Military Vehicles only) (483S-574S)		.30
3-393S	Throttle shaft and lever assembly (Superseded by 3-470S) (483S-515S)		.60	75-508	Metering rod—standard—.0645"-.0645" to .063"-.063" to .061"-.046" (492S)		.30
3-426S	Throttle shaft and lever ass'y (492S)		.60	75-517	Metering rod—1 size lean— CIVILIAN VEHICLES ONLY —.068"-.068" to .065"-.065" to .064"-.049" (483S-574S)		.30
3-470S	Throttle shaft and lever assembly (483S-515S-570S-574S)		.70	75-518	Metering rod—1 size lean—.0655"-.0655" to .0645"-.0645" to .06275"-.049" (492S)		.30
6-374S	Air horn assembly	All	2.75	75-562	Metering rod—standard— MILITARY VEHICLES ONLY —.066"-.066" to .058"-.042" (483S-515S-570S-574S)		.30
7-107	Choker valve	All	.20	101-10	Wire clamp screw	All	.05
11-147	Low speed jet	All (492S)	.20	101-28	Throttle shaft arm clamp screw	All	.05
11-173S	Low speed jet ass'y (483S-515S-570S-574S)		.30	101-121	Throttle lever adjusting screw	All	.05
11B-12	Rivet plug	All (7)	.02	101-143S	Attaching screw and washer ass'y	All	.05
11B-16	Pump jet passage plug	All	.10	101-144S	Attaching screw and washer ass'y	All (7)	.05
11B-25	Disk check passage plug	All	.10	105-11	Tube clamp screw	All (2)	.05
11B-27	Nozzle and idle passage plug	All (2)	.10	105A-8	Tube clamp nut	All (2)	.05
11B-62	Rivet plug	All	.02	105A-13	Flange nut	All (2)	.05
11B-164	Nozzle plug (483S-515S-570S-574S)		.10	114-15S	Throttle shaft arm and screw ass'y	All	.20
11B-171	Nozzle plug (492S)		.10	115-72	Throttle connector rod	All	.25
12-274S	Nozzle assembly	All	.45	117-92	Connector link (483S-492S-515S)		.10
14-268S	Choker assembly	All	.35	118-43	Dust cover	All	.50
14-270S	Choker shaft and lever assembly	All	.40	120-49S	Metering rod jet ass'y—.0835" Dr. (492S)		.30
20-22	*Needle seat gasket	All	.05	120-115S	Metering rod jet assembly—.093" Dr. (483S-515S-570S-574S)		.30
20-26	*Metering rod jet gasket	All	.05	121-67	Bowl cover gasket	All	.10
20-29	*Pump cylinder gasket—upper	All	.05	122-45S	Intake disk check assembly	All	.25
20-45	Nozzle gasket	All	.05	122-73S	Discharge disk check assembly	All	.25
20-71	Air horn gasket	All	.05	129-18	Metering rod disk	All	.02
21-45S	Float and lever assembly	All	.80	136-19	†Plug washer (conical) 136-50 (flat)	All	.01
24-15	Float lever pin	All	.05	136-20	†Plug washer (conical) 136-49 (flat)	All (2)	.01
25-33S	Needle and seat assembly	All	.80	136-27	†Plug washer (conical) 136-48 (flat)	All (2)	.01
30-20	Strainer gauze	All	.10	146-115S	Bowl cover and countershaft ass'y	All	1.25
30A-40	Idle adjustment screw	All	.30	150A-10	Pin spring	All (3)	.01
39-10	Choke valve attaching screw	All (2) 2 for	.05	150A-15	Pin spring	All	.01
39-11	Throttle valve attaching screw	All (2) 2 for	.05	156-13	Gas line nipple (483S-492S-515S)		.20
48-43	Pump jet, 72 drill	All	.15	156-47	Gas line fitting (570S-574S)		.20
53A-225S	Pump lever assembly	All	.30	163-14	Felt packing	All	.05
61-96	Pump spring	All	.10				
61-97	Adjusting screw lock spring	All	.10				
61-128	Connector rod spring	All	.05				
61-200	Plunger spring	All	.10				
61-231	Choker valve spring	All	.10				
61-242	Metering rod spring	All	.10				
61-256	Plunger spring (Sup. by 61-200)	All	.10				
61-281	Pump connector link spring (570S-574S)	All	.10				
62-101S	Tube clamp assembly	All	.25				
63-35	Spring retainer	All	.05				
63-44	Retainer ring	All	.05				

*Gaskets so marked must be soaked in 90 proof denatured alcohol for 15 minutes, installed on part, and let dry before using.
†Note: The use of flat or conical plug washers should be determined by shape of seat in casting.
NOTE: Small figures preceding list prices indicate number of pieces used in one carbureter. Where numbers do not appear before prices, only one is used.