

INSTRUCTIONS
for
INSTALLING
the
Ford
PLATE
VAPORIZER

Ford Motor Company
DETROIT

REMOVING OLD CARBURETOR, MANIFOLDS, ETC.

The carburetor equipment on car must be removed. Disconnect exhaust manifold from pipe by backing off large nut, remove throttle rod to carburetor, withdrawing it from between cylinders, disconnect and take off choke and needle valve controls, shut off gasoline under tank, back off gasoline line packing nut at old carburetor. Save nut and packing, leaving same on gasoline pipe.

Take off the four nuts and clamps holding manifolds to cylinder block, and remove old carburetor equipment complete. Save the following parts for use with the vaporizer: exhaust manifold nut (large), gasoline line nut and packing, four nuts and clamps for holding manifolds to cylinder block, six inlet and exhaust manifold glands.

ATTACHING NEW VAPORIZER

The vaporizer should be completely assembled before attaching to engine. Fasten mixing chamber to intake manifold with the two cap screws, placing gasket between. Slip this assembly over the primary air tube and fasten securely to the exhaust manifold cover with the knurled nut.

Place a manifold gland in each manifold port, slip one new gasket over each gland. Lightly clamp vaporizer on motor (on some cars it may be necessary to bump a small depression in pan under float chamber). Tighten the clamps, pulling up each one a little at a time to avoid any leaks between intake and cylinders.

Connect exhaust pipe to manifold with large nut. Similarly connect gasoline line with packing nut to elbow, pushing pipe into elbow as far as possible, then tightening nut.

CONNECTING THROTTLE CONTROL

Move throttle lever under steering wheel to closed position, clamp steering post throttle lever lightly on throttle rod about $\frac{3}{8}$ inch below spring collar. Close throttle lever on mixing chamber by pushing toward cylinder block. Insert end of control rod with extra bend in eye of throttle lever. Insert other end in eye of steering post throttle lever and secure both ends with cotter pins.

Tap the steering post throttle lever on under side, moving it toward spring collar until all lost motion is taken out of levers and rod. Then tighten steering rod throttle lever. If there is lost motion it will be impossible to run the motor at slow speeds.

Slip vaporizer adjusting rod through instrument board and dash, telescoping into adjusting sleeve. When rod is pushed down as far as it will go, the head should be $\frac{3}{8}$ inch or more away from instrument board.

ATTACHING CHOKE WIRE TO ROD

Hook choke wire into eye of choke lever. Place choke rod lift and collar on adjusting rod and insert opposite end of choke rod in lift. Drop rod into sleeve, making sure it is down as far as it will go. Slide collar up on adjusting rod and tighten set screw.

The priming rod through radiator should be connected for emergency and must be used on cars without starters.

The vaporizer is adjusted in the same manner as the old type carburetor, that is open $\frac{5}{8}$ to $\frac{7}{8}$ of a turn for driving position.

On starting when cold the needle must be opened from the driving position before choking to warm up quickly. Do not open more than one-half turn extra and return to driving position as soon as possible.

IDLING ADJUSTMENT

The speed of motor for idling is controlled by stop screw throttle lever the same as on the carburetor.

POINTS ON MAINTENANCE

The vaporizer is so designed that efficient operation is secured from the engine even though low grade fuels are used. Some of these low grade fuels have a tendency, however, to carbonize the hot plate, which condition is indicated by slower warming up of the engine and the need of a richer mixture. When this is noticed, the hot plate should be taken out and the carbon removed.

The formation of carbon on the hot plate depends entirely upon the grade of fuel used and where a good grade of fuel is burned, it should seldom be necessary to clean the plate. Some low grade fuels result in a carbon formation within 2500 or 3000 miles and it is accordingly suggested that the plate be cleaned after this period of service should there be any indication of carbon.

REMOVING PLATE, FLOAT CHAMBER, ETC.

First loosen union nut, shut off gasoline, disconnect packing nut, take out four hexagon bolts. Cover may then be removed by gently tapping straight down until joint on primary air tube is free.

In replacing, hold plate in position on exhaust manifold, then start primary air tube into joint and push up cover until holes for bolts line up. Screw four bolts lightly into place, but do not tighten until union nut has first been made tight.

