CARTER

CARBURETOR BULLETINS

Hudson

1955-1956
Hudson "Hornet" 1955

WGD Dual Down-Draft Climatic® Control Carburetor No. 2252S

CARBURETER SPECIFICATIONS
For Hudson 6 Cylinder Engine: 3.8125 Inch Bore, 4.500 Inch Stroke

Dimensions: Flange size: 1 1/4 inch dual 4 bolt type.
Primary venturi: 11/32 inch I.D.
Secondary venturi: 21/32 inch I.D.
Main venturi: 1-3/16 inch I.D.

Float Level: See adjustments.


Gasoline Intake: Size No. 42 (.0935 inch) drill in needle seat.

Low Speed Jet Tube: Jet. size No. 67 (.032 inch) drill.

By pass, in bowl cover, size No. 53 (.0995 inch) drill.

Economizer, in bowl cover, size .0451 inch diameter.

Idle bleed, in bowl cover, size No. 53 (.0555 inch) drill.

Idle Port: Upper, slot type, length .087 inch, width .030 inch.

Idle Port Opening: .112 to .118 inch above top edge of valve with valve tightly closed.

Lower Port (For Idle Adjustment Screw): Size .065 to .069 inch diameter.

Set Idle Adjustment Screw: 1 3/4 to 2 1/4 turns open. For richer mixture turn screw out. Do not idle engine below 490 R.P.M. (automatic trans. in neutral); 540 R.P.M. (std. trans.); and 575 R.P.M. (overdrive trans.).

Nozzle: Nozzle is installed permanently. DO NOT REMOVE.

Anti-percolating well jet, size No. 71 (.026 inch) drill.

Metering Rod (Vacuumer Type): Economy step, .063 inch diameter. Middle step tapers to .060 inch diameter. Power step .052 inch diameter. These rods designed with idle stabilizing flats on economy step.

Metering Rod Jet: Size .086 inch diameter.

Metering Rod Setting: See adjustments.

Accelerating Pump: Discharge jet (twin) size No. 70 (.026 inch) drill.

Pump jet air bleed passage to outside, 1/4 inch drill.

Intake ball check, in plunger shaft.

Discharge (needle seat) size No. 50 (.070 inch) drill.

Pump Adjustment: See adjustments.

Choke: Carter Climatic® Control—jet on index. Butterfly type, offset valve. Choke heat suction hole in piston housing, size No. 42 (.0935 inch) drill.

Vacuum Spark Port: Horizontal slot (round end) .045 x .110 inch. Top of port to be .028 inch above upper edge of valve with valve tightly closed.

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.
CARBURETOR ADJUSTMENTS

Float Adjustment: With bowl cover gasket removed, bowl cover inverted and needle seated, there should be .03 inch gage T109-28 between top of float and bowl cover. Adjust by bending float arm.

Pump Adjustment: Back out throttle lever set screw until cam lock valves seat in bore of carbureter. Hold straight edge across top of dust cover boss at pump arm. The flat end of pump arm should be parallel to straight edge. Adjust by bending throttle connector rod at upper angle. Use bending tool T102-215.

Metering Rod Adjustment: The metering rod must be adjusted after the pump adjustment. No metering rod gaskets are necessary. Procedure is as follows: With the throttle lever set screw backed out and both valves seated in bores of carbureter, press down on vacuum unit link until metering rod bottoms in casting. With rods held in this position, revolve metering rod arm until lip contacts vacuum unit link. Hold in place and carefully tighten metering rod arm set screw.

Fast Idle Adjustment: With the thermostatic coil housing gasket and baffle plate removed, crack throttle valve and hold choke valve closed. Then close throttle. There should now be .020 inch clearance (gage T109-27) between throttle valve and bore of carbureter (side opposite idle port). Adjust by bending the choke connector rod at lower angle.

Unloader Adjustment: This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be 7.32 inch (gage T109-106) clearance between upper edge of throttle valve and inner wall of air horn. Adjust by bending choke shaft unloader arm (use bending tool T109-165).

NOTE: Parts are shown here for identification only. Check correct number in parts list.

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Part No. | PART NAME
---|---
101-74 | Throttle shaft arm attaching screw
101-76 | Throttle arm attaching screw
101-271S | Dust cover attaching screw and washer assembly
101-272S | Air horn vacuum attaching screw and washer assembly
101-273S | Body flange attaching screw and washer assembly
101-274 | Air horn attaching screw
101-275 | Piston housing attaching screw
101-292S | Metering rod arm clamp screw
101-300 | Pump jet housing screw
101-353S | Body flange attaching screw and washer assembly
101-365 | Throttle lever adjustment screw
103A-A-11 | Flange stud nut
111-53S | Metering rod arm and screw assembly
111-62S | Pump arm and screw assembly
111-205 | Throttle arm
115-215 | Throttle connector rod
117-133 | Vacuum metering piston link
117-159 | Pump connector link
118-68 | Fast idle link
118-69 | Dust cover
120-169 | Metering rod jet
121-78 | Coil housing gasket
121-159 | Air horn gasket
121-158 | Dust cover gasket
121-240 | Body flange gasket
121-241 | Pump jet housing gasket
126-36 | Throttle shaft washer
126-37 | Air horn vacuum attaching screw and washer assembly
125-170 | Throttle valve pin
126-72 | Pin spring
130-368 | Vacuum piston and pin assembly
160-125 | Choke plate
160-125 | Piston housing and plug assembly
170AA72S | Thermostat coil and housing assembly
179D35 | Choke and throttle connector rod retainer
181-234MS | Fast idle cam assembly
186-41 | Choke baffle plate

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When servicing, use gasket assortment No. 249.

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

NOTE: Figures in parentheses indicate number of pieces used in one carbureter. Where no figure is shown, only one is used.
CARTER CARBURETOR CORPORATION, ST. LOUIS, MO., U.S.A.

Hudson "V-8" Hornet 1955

WGD Dual Down-Draft Climatic® Control Carburetor No. 2231S

Carburetor Specifications

For Hudson 8 Cylinder Engine: 3-13/16 Inch Bore, 3½ Inch Stroke

Dimensions: Flange size, 1¼ inch dual, 4 bolt type.
Primary venturi, 11/32 inch I. D.
Secondary venturi, 21/32 inch I. D.
Main venturi, 1-3/16 inch I. D.

Float Level: See adjustments.


Gasoline Intake: Size No. 42 (.0935 inch) drill in needle seat.

Low Speed Jet Tube: Jet, size No. 69 (.0292 inch) drill.
By pass, in bowl cover, size No. 56 (.0465 inch) drill.
Economizer, in bowl cover, size No. 55 (.052 inch) drill.
Idle bleed, in bowl cover, size No. 53 (.0595 inch) drill.

Idle Port: Upper, slot type, length .160 inch, width .030 inch.

Idle Port Opening: .109 to .115 inch above top edge of valve with valve tightly closed.

Lower Port (For Idle Adjustment Screw): Size, .065 to .069 inch diameter.

Set Idle Adjustment Screw: ½ to 1½ turns open. For richer mixture turn screw out. Do not idle engine below 450 RPM in neutral.

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.

Idle Adjustment
Screw Setting
½ to 1½
Turns Open
Idle engine at
450 R.P.M.
in neutral.

NOTE: These cars are equipped with Hydraulic Valve Lifters—NO ADJUSTMENT.

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CARBURETER ADJUSTMENTS

FLOAT ADJUSTMENT [Fig. 1]:
With bowl cover gasket removed, bowl cover inverted and
needle seated, there should be 1/4 inch (A) (gauge
T109-31) between top of float and bowl cover. Adjust by
bending float arm.

PUMP ADJUSTMENT [Fig. 2]:
Back out throttle lever set screw until throttle valves seat
in bores of carburetor. Hold straight edge (B) across top
of dust cover at pump arm. The flat on top of pump arm
should be parallel to straight edge. Adjust by bending
throttle connector rod at upper angle (C). Use bending
tool T109-211.

METERING ROD ADJUSTMENT [Fig. 3]:
The metering rods must be adjusted after the pump adjust-
ment. No metering rod gauges are necessary; procedure
is as follows: With the throttle lever set screw backed out
and throttle valves seated in bores of carburetor, press
down on vacuum link (D) until metering rods bottom in
casting. With rods held in this position, revolve metering
rod arm (E) until tip contacts vacuum link. Hold in
place and carefully tighten metering rod arm set screw (F).

Figure 1
Float Adjustment

Figure 2
Pump Adjustment

Figure 3
Metering Rod Adjustment
UNLOADER ADJUSTMENT (Fig. 5):
This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be 3/16 inch (gauge T109-28) clearance (J) between upper edge of choke valve and inner wall of air horn. Adjust by bending choke shaft unloader arm (K) (Use bending tool T109.105).

FAST IDLE ADJUSTMENT (Fig. 4):
With the thermostatic coil housing gasket and baffle plate removed, crack throttle valve and hold choke valve closed. Then close throttle. There should now be .030 inch clearance (G) (gauge T109-29) between throttle valve and bore of carburetor (side opposite idle port). Adjust by bending the choke connector rod at lower angle (H).

Figure 4
Fast Idle Adjustment

Figure 5
Unloader Adjustment
### Hudson 8—1955—Carbureter No. 2231S

When servicing, use Gasket Assortment No. 249

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<th>Part No.</th>
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Parts so marked are new and listed for the first time.

NOTE: Figures in parentheses indicate number of pieces used in one carbureter. Where no figure is shown, only one is used.
HUDSON "V-8"
"HORNET SPECIAL"

NASH "V-8"
"AMBASSADOR SPECIAL"

1956

WGD Dual Down-Draft Climatic® Control Carbureter No. 23525

CARBURETER SPECIFICATIONS

For Hudson-Nash 8 Cylinder Engine: 3 1/2 Inch Bore, 3 Inch Stroke

Dimensions: Flange size, 1 1/4 inch dual, 4 bolt type.
Primary venturi, 1 1/32 inch I. D.
Secondary venturi, 2 1/32 inch I. D.
Main venturi, 1-3/16 inch I. D.


Gasoline Intake: Size No. 35 (.110 inch) drill in needle seat.

Low Speed Jet Tube: Jet size No. 66 (.033 inch) drill. By pass in bowl cover size No. 54 (.055 inch) drill. Economizer, in bowl cover size No. 66 (.0465 inch) drill. Idle bleed in bowl cover size No. 54 (.055 inch) drill.

Idle Port: Upper, slot type, length .160 inch, width .030 inch.

Idle Port Opening: .109 to .115 inch above top edge of valve with valve tightly closed.

Lower Port (For Idle Adjustment Screw): Size: .065 to .069 inch diameter.

Set Idle Adjustment Screw: 1 to 2 turns open. For richer mixture turn screw out. Do not idle engine below 475 R.P.M. (Automatic Trans.), 550 R.P.M. (Standard and Overdrive Trans.).

Nozzle: Nozzle is installed permanently. Do NOT REMOVE. Anti-fercolating well bleed. Size No. 71 (.026 inch) drill.

Metering Rod (Vacuum Type): See parts list for size.

Metering Rod Jet: Size .086 inch diameter.

Accelerating Pump: Discharge jet (win) size No. 72 (.025 inch) drill. Intake ball check in plunger shaft. Discharge (needle seat) size No. 50 (.070 inch) drill.

Choke: Carter Climatic® Control—set on index, butterfly type, offset valve. Choke heat suction hole in piston housing, size No. 42 (.0935 inch) drill.

Vacuum Spark Port: Horizontal slot (round end) .040 x .130 inch. Bottom of port to be .018 to .024 inch above upper edge of valve with valve tightly closed.

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

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

Spark Plug Gap .035”
Breaker Point Setting .016”
Ignition Timing Breaker Points to Open: 5” B. T. D. C.
At Vibration Damper
Float Setting 7/32 Inch
(Use Gauge T109-106)

NOTE: These cars are equipped with Hydraulic Valve Lifters—NO ADJUSTMENT.

CARBURETER ADJUSTMENTS

FLOAT ADJUSTMENT: With bowl cover gasket removed, bowl cover inverted and needle seated, there should be 7/32 inch (gage T109-106) between top of float and bowl cover. Adjust by bending float arm.

PUMP ADJUSTMENT: Back out throttle lever set screw until throttle valves seat in bores of carbureter. Hold straight edge across top of dust cover at pump arm. The flat on top of pump arm should be parallel to straight edge. Adjust by bending throttle connector rod at upper angle. Use bending tool T109- 213.

METERING ROD ADJUSTMENT: The metering rods must be adjusted after the pump adjustment. No metering rod gauges are necessary; procedure is as follows: With the throttle lever set screw backed out and throttle valves seated in bores of carbureter, press down on vacuum meter link until metering rods bottom in casting. With rods held in this position, rotate metering rod arm until tip contacts vacuum meter link. Hold in place and carefully tighten metering rod arm set screw.

FAST IDLE ADJUSTMENT: With the thermostatic coil housing gasket and baffle plate removed, crack throttle valve and hold choke valve closed. Then close throttle. There should now be .023 inch clearance (gage T109-189) between throttle valve and bore of carbureter (side opposite idle port). Adjust by bending the choke connector rod at lower angle.

FAST IDLE ON-CAR: 1700 to 1800 (Hot).

UNLOADER ADJUSTMENT: This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be 3/16 inch (gage T109-28) clearance between upper edge of choke valve and inner wall of air horn. Adjust by bending choke shaft unloader arm. (Use bending tool T109- 213.)
### Hudson-Nash "V-8"—1956—Carburetor No. 2352S

When servicing, use gasket assortment No. 289

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<td>Throttle shaft and lever assembly</td>
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<td>Air horn assembly</td>
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<td>Needle seat gasket</td>
<td>(1)</td>
</tr>
<tr>
<td>20-35</td>
<td>Bowl strainer gasket</td>
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</tr>
<tr>
<td>20-43</td>
<td>Pump housing gasket</td>
<td>(1)</td>
</tr>
<tr>
<td>21-1725</td>
<td>Float and lever assembly</td>
<td>(1)</td>
</tr>
<tr>
<td>24-24</td>
<td>Float lever pin</td>
<td>(1)</td>
</tr>
<tr>
<td>25-3005</td>
<td>Needle and seat assembly</td>
<td>(1)</td>
</tr>
<tr>
<td>26-75</td>
<td>Bowl cover strainer</td>
<td>(1)</td>
</tr>
<tr>
<td>30A-58</td>
<td>Idle adjustment screw</td>
<td>(2)</td>
</tr>
<tr>
<td>39-10</td>
<td>Choke valve attaching screw</td>
<td>(2)</td>
</tr>
<tr>
<td>47-14</td>
<td>Piston housing welch plug</td>
<td>(1)</td>
</tr>
<tr>
<td>47-33</td>
<td>Spark port welch plug</td>
<td>(1)</td>
</tr>
<tr>
<td>48-2345</td>
<td>Pump jet and housing assembly</td>
<td>(1)</td>
</tr>
<tr>
<td>53A-366S</td>
<td>Pump operating lever and countershaft assembly</td>
<td>(2)</td>
</tr>
<tr>
<td>61-64</td>
<td>Idle adjustment screw spring</td>
<td>(2)</td>
</tr>
<tr>
<td>61-291</td>
<td>Throttle adjusting screw spring</td>
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</tr>
<tr>
<td>61-332</td>
<td>Vacuum piston spring</td>
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</tr>
<tr>
<td>61-382</td>
<td>Metering rod spring</td>
<td>(2)</td>
</tr>
<tr>
<td>61-389</td>
<td>Upper pump spring</td>
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</tr>
<tr>
<td>61-391</td>
<td>Fast idle cam spring</td>
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</tr>
<tr>
<td>61-494</td>
<td>Countershift spring</td>
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</tr>
<tr>
<td>63-58</td>
<td>Oil housing retainer</td>
<td>(2)</td>
</tr>
<tr>
<td>64-185S</td>
<td>Pumping rod and check assembly</td>
<td>(2)</td>
</tr>
<tr>
<td>75-125S</td>
<td>Metering rod—Std. (0.060'' \times 0.064'' \times 0.040'')</td>
<td>(2)</td>
</tr>
<tr>
<td>75-128S</td>
<td>Metering rod—Std. (0.062'' \times 0.059'' \times 0.047'')</td>
<td>(2)</td>
</tr>
<tr>
<td>75-130S</td>
<td>Metering rod—1 size lean (0.0645'' \times 0.0625'' \times 0.050'')</td>
<td>(2)</td>
</tr>
</tbody>
</table>

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

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