

METERING RODS

By Roy Braatz

A friend, named George, bought a nice 1956 duel four barrel Corvette. He always complained that his gas mileage and smokey black exhaust was driving him nuts. George had them rebuild twice and tried different things but didn't get any better.

I asked if he had the metering jets and power rods calibrated. His answer was, "What do they do?" After explaining, I thought others may be interested. Many different cars used the same "Carter" carburetor as Corvette and over the years many people modified or drilled the jets out to so-called "hot rod" their cars.

Figure 1 shows how the metering rods go through the jets. While the engine is off the rods are held up by a spring.

When the engine starts and only while idling, the rods are pulled down by manifold vacuum and held there decreasing the hole diameter of the jets, limiting fuel flow to the engine.

As you accelerate, the carburetor linkage manually raises the metering rods increasing the jet hole size giving more fuel flow to the engine.

Now, if the jets were drilled larger, or different "Carter" carburetor parts were used to make up yours for resale, you may have the wrong combination for your cubic inch engine.

I didn't have a chart to reprint telling which jet or rods belong in each Corvette application. The thing to understand is that there were many sized jets and different thicknesses of rods. Most jets were No. 21 so by decreasing the rod

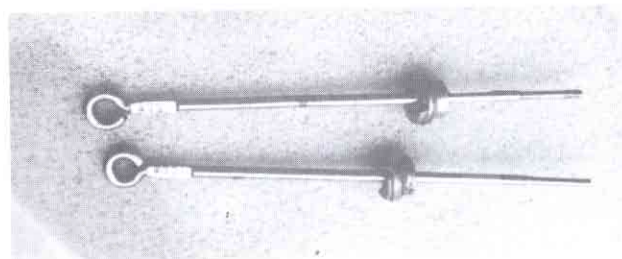
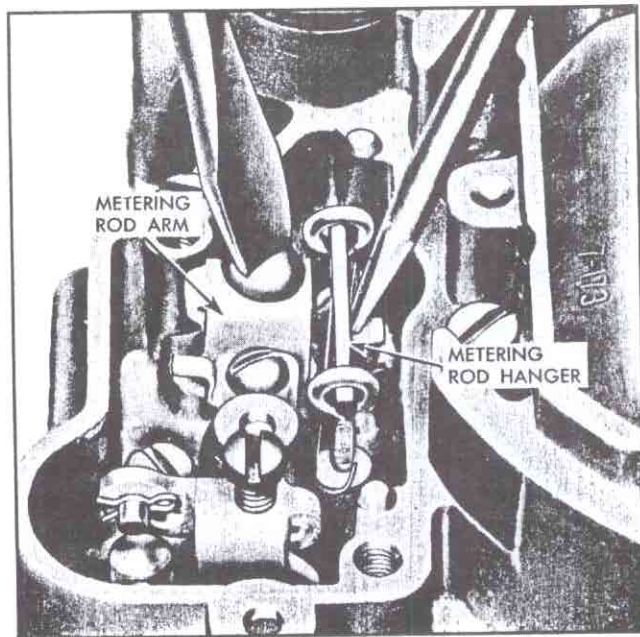


FIG. 1

thickness, you increase the fuel flow. Increasing the rod thickness decreases the fuel flow.

Now you can dial in your carburetor knowing how they work. Using other "Carters" from other model cars that can be bought cheap at swap meets.

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