

'53-'54 Y.H. CARBUREATORS


The reason for this article is to keep someone from having to go through what my son and I went through lately. After a ground up restoration of a '54, the time came to start the engine for the first time. Bingooo! She started right up and ran smoothly but, as I accelerated the engine, she just wouldn't snap the rpm up, but hesitated with no real power at high rpm. To make this story short, I realized that the engine wasn't getting a charge of fuel from the carburetor pump. After removing the carb pump, I compared the new one to the old one that I kept. I then noticed the old rubber diaphragm had a hole in it that the new diaphragm did not.

I first want to say that the Y.H. Carter Carburetors were used on many other applications besides the '53-'54 Corvette, Rambler, Corvair and many, many marine engines. There are three types of pump diaphragms that I know of now. Fig. 1 shows each type.

The Carter Zip Kit no. 902-118 is the kit you need to locate, but if you should get a kit using a pump not having the hole that feeds the jet, use

a hole punch and add it. An easy way to determine if the hole is in the diaphragm is to use a mirror to look down the bowl throat to see if gas is coming out as you pump the throttle or you could have a torn or bad diaphragm. Another problem I see owners having is gas leaking from the carbs when running or after the engine is shut off. I use the needle and seat assy from the Corvair Spider model car that uses nearly the same Y.H. Carter Carb. but has a spring-loaded rubber nose needle which keeps the needle seated better and tighter than the Corvette solid brass needle and stops the leaking problem.

Fig. 2

Another question I'm asked is about the brass 90° elbow fitting at the inlet of each carb. Noland's Vol. 1 '53-'62 book, pages 55 and 56, lower left corner shows the three correct elbows. Imperial was the supplier to G.M., the logo was . What made it different was that they used a rubber farrell 5/16 at the two front elbows which reduced engine vibration at the elbow lessening the chance of leaks. I don't know if you can still get the brass elbow, but the farrells you can. (part no. 60 FL 5/16)

These are a few things that come to mind. Any questions, please write. Hope I've helped someone.

BOTTOM VIEW OF DIAPHRAGMS

FIG. 1

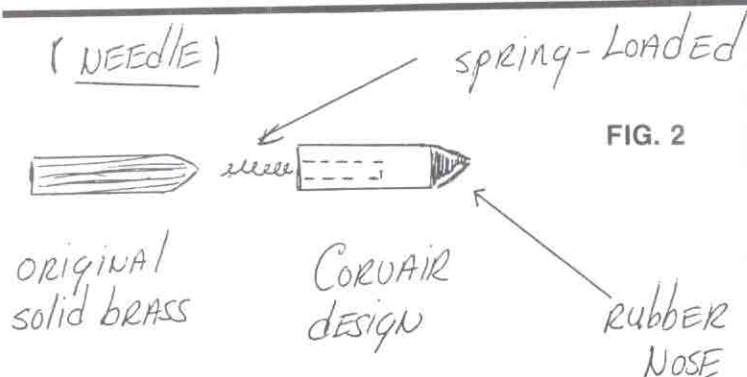
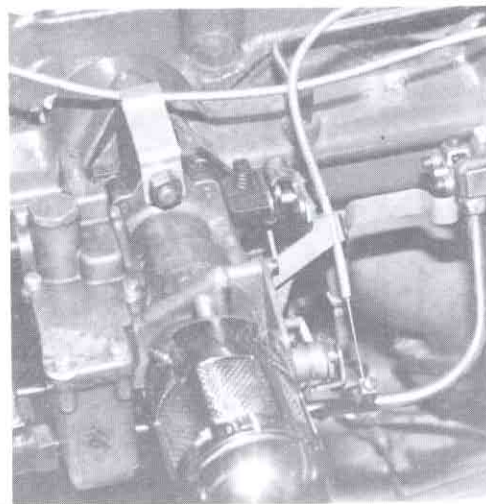
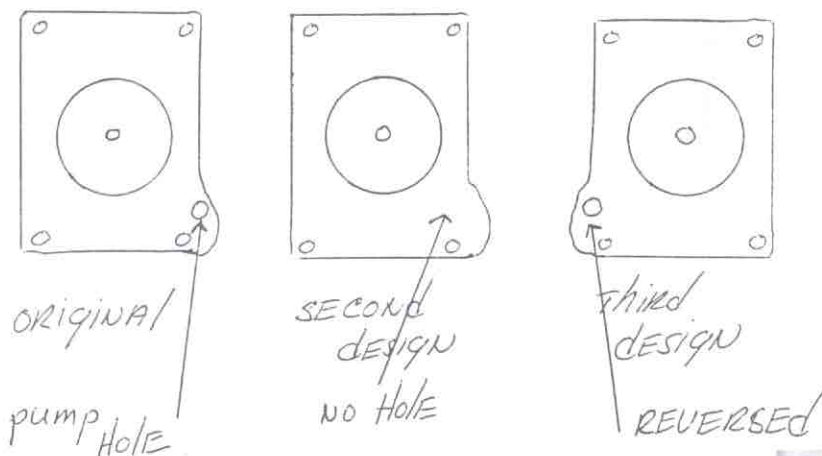


FIG. 2

