

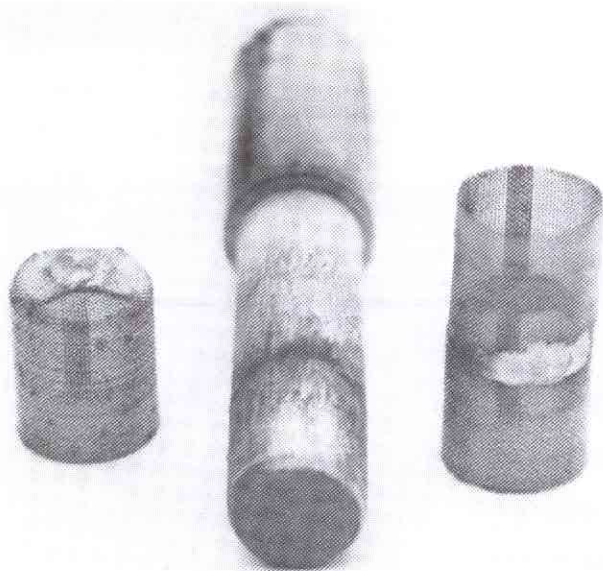
WCFB Fuel Inlet Strainer

BY JIM FRAKES

The inlet strainer is located by removing the strainer well nut which is located just beyond the fuel inlet fitting of the Carter WCFB carburetor. The strainer well nut is easily spotted; it's the big one on the top rear that takes a $\frac{3}{4}$ " box wrench to remove.

The strainer is a tightly woven brass wire mesh tube, open at both ends. After many unsuccessful attempts locate a replacement strainer, I decided to duplicate it. The closest fuel strainer for a WCFB that I could locate was available from THE CARBURETOR SHOP, 1457 PHILADELPHIA #24, ONTARIO, CA 91761. 5 strainers and several miscellaneous springs cost me \$5.00. Strainer part #30-63 is apparently applicable to Carter models W-1, WA-1. This strainer is the correct diameter, however its length is too short and one end is folded closed. By using two strainers, cut apart and soldered together, an acceptable strainer can be made for the WCFB.

I turned down about a 2" length of $\frac{1}{2}$ " wood dowel to .400" diameter; this allowed the strainer to tightly slide over it. The open end of the strainer was taped to the dowel to prevent its rotating and then I carefully cut around the circumference of the strainer approximately $\frac{1}{2}$ " from the open end using a #11 X-ACTO blade. The dowel served as a mandrel. The second strainer was slid over the dowel, butted against the first and the two were lead soldered along the butted seam with a small soldering gun. Lastly, in order to make an open tube, the assembly was cut .890" from the open end. I washed off all traces of soldering flux with lacquer thinner.



Standard #30-63 strainer on the left, duplicated WCFB strainer on the right.

ENGINE FLAT—LOTS OF BLACK SMOKE

By Marlowe Jorgenson

I think my recent experience troubleshooting a lack of performance in our 1958 Corvette means I'm a true enthusiast. This was an invitation I'm sure many of you have experienced.

We purchased our 1958 a couple of years ago — knowing at the time that it had an incorrect engine. This past winter after months of research I located the correct engine, heads, intake manifold, etc. The work really began as I spent many days and long hours installing the new engine. Then the BIG LET DOWN — I took the car for a test run — engine flat — lots of black smoke. So I assumed it was a carburetion problem. Oh well more \$ for the purchase of a rebuilt 2669S, WCFB from Bob Kunz. Six weeks later OH BOY a parcel from UPS the new carburetor. I eagerly replace the old WCFB with the new one — sure this would solve the problem then back out for a test run — engine flat — lots of black smoke. I guess this means it's not the carburetor — NOW WHAT? Back under the hood — I changed: timing, distributor, coil, timing again I even readjusted the valves — each time out — engine flat — lots of black smoke. By this time I was really frustrated and thought — well I guess I need to take it to a shop. So downtown I go — they put the engine on a scope and everything checked out — but I'm told the secondary jets are running lean — this was really confusing — running lean kicking out black smoke? By this time I had talked with numerous local Corvette enthusiasts, and we were all trying to figure out the problem. A sort of Corvette problem hotline, with my problem being the topic of discussion on trips to local swap meets or get togethers. I really appreciated all the help and we just kept trying different things.

Finally, a mechanic friend came by to see if he could solve the problem. Out to give him a demo of the problem — engine flat — lots of black smoke. My friend says "you've got major problems" just the kind of encouragement I needed. Back under the hood — this time we pull the top off the carburetor to check — gaskets, jets, float level, etc. — everything looks good. As we were putting the REPRO Air Cleaner back on we noticed the clearance between the base and the top piece seemed to be compressed closing off the air supply. Could this be our problem — back out for a test run this time without the air cleaner — WOW LOTS OF POWER AND NO SMOKE — it seemed almost too good to be true. Problem solved. We suspect it could be the design of the REPRO air cleaners — that for some reason they can be tightened to the point of collapsing the unit closing off the air supply. Maybe my experience will save one of you time and frustration. Check that REPRO air cleaner.