

IDENTIFICATION AND SERVICING OF CARBURETORS ON N FORD TRACTORS

A. Starting with Tractor Serial No. 8N-313112, a modified 8N carburetor became standard in production.

B. The following cross reference between the part numbers assigned and the part numbers used by the Marvel-Schebler Corporation will provide identification of all carburetors used on the 8N Ford Tractor.

Ford Part No.	Marvel-Schebler Part No.	Carburetor Description
9N-9510	TSX 33	9N carburetor used on tractors prior to Serial No. 260596
8N-9510	TSX 241	8N carburetor used on tractors between Serial Nos. 260596 and 276115 (without economizer jet).
8N-9510	TSX 241A	8N carburetor used on tractors between Serial Nos. 276115 and 313112 (with economizer jet)
8N-9510	TSX 241B	8N carburetor used starting with Serial No. 313112 (modified)
8N-9510	TSX 241C	The 241C deleted the economizer jet again. The 241C was later 8N original production and was really a cheaper built unit than the 241B it followed. Because of this, the 241C was eventually superseded by earlier 241B.

NOTE: The Marvel-Schebler part number will be found on the boss located on the right hand side of the carburetor body.

C. The steps listed below are provided for guidance as an aid in the correction of complaints of unsatisfactory performance that may be encountered.

1. Check the timing of the distributor as outlined in Service Bulletin 115.
2. Disassemble the carburetor and clean it thoroughly.
3. The operation of tractors equipped with the TSX-241 carburetor in which the engine tends to "stumble" either while idling or when placed under load, can be improved by installing the economizer jet, Part No. 8N-9914. The installation of this jet along with proper carburetor adjustment, will in most cases correct this "stumbling" condition. (See Service Bulletin 118)
4. When reassembling the carburetor and fastening the halves together, care should be taken in tightening the screws. The rear screws (next to the air inlet) should be securely tightened first.
5. Both the 8N and the 9N carburetor are adjusted in much the same manner. In some cases, it may be necessary to open the idle adjustment needle of the 8N carburetor as much as one and one-quarter turns and the main adjustment needle one and one-half turns to obtain proper engine performance. In adjusting the 9N carburetor, turn the idle adjustment needle approximately three-quarters of a turn open and the main adjustment needle one full turn open.

NOTE: The fact that the 8N carburetor adjustment needles are opened more than those on the 9N carburetor does not necessarily mean increased fuel consumption. The increased openings in the 8N carburetor are due to the difference in construction and venting of the bowl. The gasoline consumption of the two carburetors should be approximately the same.

6. In cases where a tractor with an 8N carburetor does not operate satisfactorily, even after the carburetor jets have been installed and the carburetor properly adjusted, it is recommended that the entire carburetor assembly be replaced.

In these cases submit an S.A.R. claim covering the cost of such replacement.

The percentage of defective carburetors will be very low and the recommendation given in item 6 above is not to be construed as a basis for making an all out carburetor replacement campaign.

Correction should be made on Page 82 of the Ford Tractor Operator's Manual (Ford form 3729-50 F). The paragraph in the middle of the page reads:

"The idle adjustment needle should be opened approximately two and one half revolutions."

This sentence should be corrected to read:

"The idle adjustment needle should be opened approximately one (1) revolution."

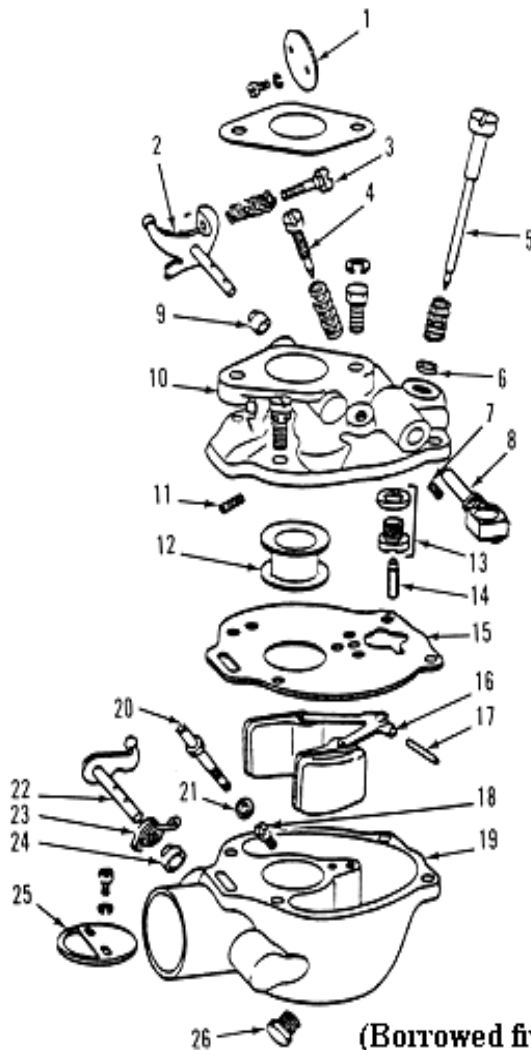


Fig. FO51—Exploded view of Marvel-Schebler carburetor assembly.

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|-----------------------------------|-------------------------|
| 1. Throttle plate | 14. Float needle valve |
| 2. Throttle shaft | 15. Gasket |
| 3. Idle speed adjustment screw | 16. Float |
| 4. Idle mixture adjustment needle | 17. Pin |
| 5. Main adjustment needle | 18. Main jet |
| 6. Gasket | 19. Carburetor body |
| 7. Economizer jet | 20. Main nozzle |
| 8. Fuel strainer & elbow | 21. Gasket |
| 9. Packing | 22. Choke shaft |
| 10. Carburetor upper body | 23. Choke return spring |
| 11. Idle jet | 24. Packing |
| 12. Venturi | 25. Choke plate |
| 13. Fuel inlet seat & gasket | 26. Drain plug |

(Borrowed from the I&T 9N/2N/8N Shop Manual, FO-4)



*Best internet source
of information and help
for old Ford tractors.*

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