

CHEVROLET, CORVETTE & CHRYSLER DUAL-FOUR WCFB CARBURETORS

By Gary Hodges

It is not at all uncommon to see Chrysler WCFB dual-four carburetors on a Chevrolet intake manifold. Actually, **any** Chevrolet WCFB, Chrysler dual WCFB, some Chrysler single, Studebaker, Pontiac, and several others go right on the Chevrolet dual-four manifold — and look basically correct.

The overall direction of this article is to give you enough background and technical data so you will be able to identify a Chevrolet dual-four carburetor from Chrysler (and some others), and hopefully, make the correct purchase — not an unhappy one!

Chevrolet and Chrysler dual-four WCFBs were equipped with brass bowl vent tubes. (I've seen some Chrysler vents made from steel.)

Basically, the carburetor has three main parts: the throttle body (or base), the main body (or bowl), and the air horn (top or cover). Using the reference charts, you can identify your carburetors by using their **cast** numbers on the throttle body, main body, and air horn. Remember, these numbers are **CAST**, not stamped.

CHEVROLET/CORVETTE REFERENCE CHART

Year	Air Horn Castings	Main Body	Throttle Body
56	6-1114 (very early) 6-1122 (early) 6-1151 (mid-late) 6-1203 (very late 56)	0-049	1-1387A
57	6-1151 (very early) 6-1156 (early) 6-1203 (early) 6-1299 (late)	0-049	1-1387A (early) 1-1387B (most)
58-61	6-1299 (all)	0-049 (all) 0-1049 (poss. late 61)	1-1387B (all)

CHRYSLER DUAL-FOUR REFERENCE CHART

Year	Air Horn Castings	Main Body	Throttle Body
56-58 & some earlier	6-1273, 6-1310	0-153, 0-158, 0-1158, 0-1221	N/A

Throttle Bodies

Please note — no Chrysler throttle body cast numbers are given, as these numbers are not visible on **any** WCFB when the carburetor is assembled.

Assembled, throttle bodies vary in thickness. Chevrolet dual-four measures $\frac{7}{8}$ inch at its widest point; Chevrolet single-four measures $1\frac{1}{8}$ inch; most Chrysler dual-four measures $1\frac{1}{32}$ inch.

The majority of Chryslers had idle air (bypass) screws on the driver's side rear of throttle body, while Chevrolet 1956 all, and very early 1957 only, used idle air screws. The idle air screws are vastly different from Chrysler to Chevrolet.

It should be noted that using any throttle body other than the thin Chevrolet dual-four part may possibly cause hood clearance problems.

Main Bodies

Chrysler main bodies numbered 0-1221, 0-158, and 0-1158 have a 1 inch primary main venturi (cast between front throttle bores is a "1"). 0-153 has no mark. This has a larger $1\frac{1}{16}$ inch primary main venturi (see Photo #3 for comparison).

Chevrolet dual-four main bodies are all cast " $\frac{15}{16}$ " between primary (front) bores. These have $\frac{15}{16}$ inch main venturis.

Typically, the primary bores flow more air on Chrysler than Chevrolet.

There are basically two Chevrolet-Corvette carburetor main bodies that will, however, share **either** of the two cast numbers covered earlier. The differences are internal in the primary venturi area with the main nozzles and air bleeds, and these are what define a 245 or 270 hp carburetor — **not** the cast number in this instance.

The main nozzle tube for all '56 carburetors and the '57 to '61 245 hp as it protrudes from the booster venturi appears like a small tapered exhaust tip, with the taper similar to that of a Stingray exhaust tip.

1958 to 1961 270 hp main nozzle tubes are basically the same but inserted essentially upside-down.

Both the 245 and 270 hp carburetors use the same 0-049 main body.

Essentially 0-1049 bodies are considered to be late 1961 or service parts, but we're still learning on these.

Miscellaneous Differences

Throttle levers and bell cranks (see photos) are drastically different from Chrysler to Chevrolet, and cannot be interchanged. Auxiliary air valve levers and weights are also drastically different.

Auxiliary Air Valves and Weights (Chevrolet and Corvette)

1956 and most 1957 air valve weights will be approximately $\frac{13}{16}$ inch in diameter and $\frac{1}{4}$ inch thick. Overall length of the lever and weight assembly is $1\frac{13}{32}$ inch for all 1956, 1957, and 1958-1961 245 hp.

1958-1961 270 hp (2613S, 2614S) carburetors had an air valve weight of $\frac{1}{2}$ inch thick, $\frac{13}{16}$ inch diameter, and an overall length of the lever and weight assembly of $1\frac{31}{32}$ inch.

1958-1961 245 hp (2626S and 2627S) carburetors had an air valve weight of $\frac{1}{2}$ thick, $\frac{13}{16}$ diameter (like 270 hp), but the shorter lever weight overall length of $1\frac{13}{32}$ inch.

1957 approximately in February or March **carburetor** production dates, carburetors began showing up with the thicker $\frac{1}{2}$ inch weight on the front carburetor only; in later production, the $\frac{1}{2}$

inch weight on both front and rear carburetors.

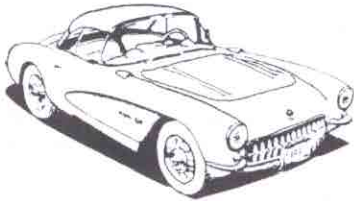
1957 270 hp carburetors? To date, **no** true 1957 270 hp carburetor 2613S or 2614S carburetor **with original tag** has been documented. In fact, none earlier than about January, 1958!

All original documented 270 hp 1957 Corvettes with original tags have either 2626S or 2627S carburetors or 2419S, 2362S carburetors.

Summary

In general, many differences are noted between the **correct** Chevrolet carburetors and the Chrysler comparison. Knowledgeable judges will also pick up these differences.

There are still some unanswered questions about dual-four carburetors. I would appreciate reader input if you have pertinent information about 1957 **original** 2613 or 2614S carburetors with **original dated** tags. Also, any original carburetors with a 0-1049 main body cars with **original dated** tags.



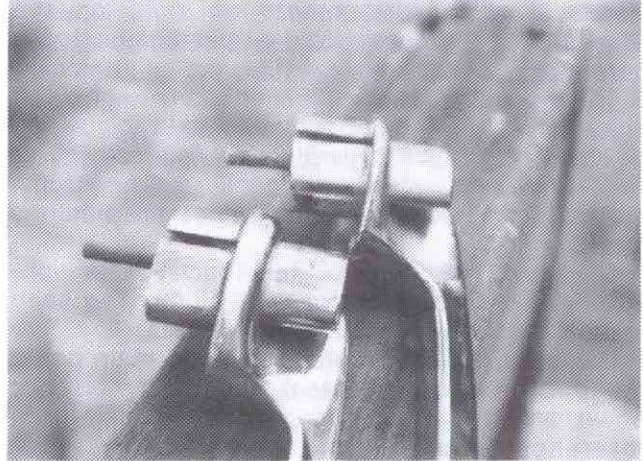
WEATHERSTRIPPING FOLDING TOP FRONT ROOF RAIL

Original header weatherstripping used from 56 to early 59. This assembly was listed as (side, front rail and header #3736171. It was a one piece unit that started at the middle side window drivers, to the middle side window passenger. If you squeeze it in your hand it's a sponge rubber feeling. Also the area above the windows to the corners were cloth covered, which held all three pieces together, not hard like the later one that goes from the left windshield to the right side only. Also when the early one was installed you could not see the center metal retainer and screws because there was a round sponge rubber also installed. In this area judging only refers to the second design at this time and no one makes the first design, if you have used the reproduction, second design and have had trouble installing it using the hard wedge blocks at the corners, it's because later frame assemblies redesigned the header corner pieces, and the second design didn't use the round rubber filler so that you can see the metal retainer and screws. Second design was #3762531 early 59 to 62.

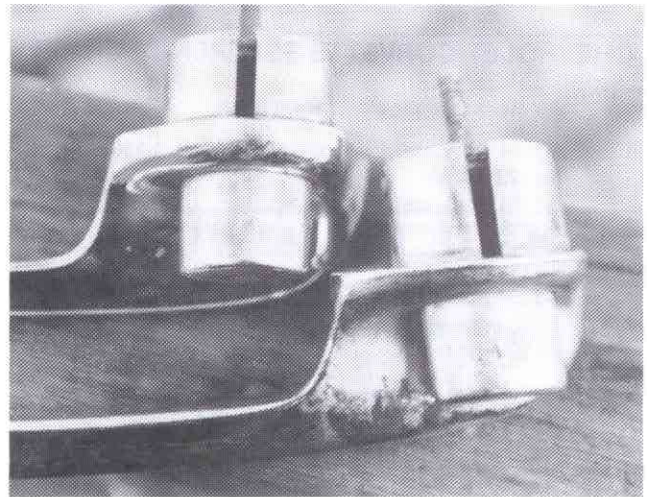
Editor Roy

DOOR HANDLES VETT VERSUS CAR

In the last issue I talked about the differences in car and vett door handles, and I didn't have a picture at the time. Here is a picture of them, the thick one (left) is the car handle that will wing up and the thin one (right) is the vett that will be level. Remember, both will work but only one is right. On the car only the two door model will work.



Hard tops and convertible.



Both uses same part no.

**Picture your
Corvette here?
Send me your photo,
not you, your car!**
