

## Carter WCFB anti-stall fix & misc - Frank Dreano, Corvette Forum Dec 22, 2008

<http://forums.corvetteforum.com/c1-and-c2-corvettes/2210673-carter-wcfb-anti-stall-fix-and-misc.html>

I get asked about this quite a bit so I thought I would show the fix in an actual carb while I have mine torn down. The little bushing (**circled in red**) keeps gas from sloshing into the choke passage on hard left turns...not all cars need it but many of these old carbs benefit from it. I run it in both of my 2X4 carbs. It's just a short tube that is tapped lightly into the carb body.

While I have the carb apart another item worth noting is the angled cut nozzles in the primary bores (**circled in green**) - this nearly 45 degree angle is distinctive of the 270HP carbs. Other WCFBs, even those with the 6-1299 numbered air horns, are not necessarily the high horsepower carbs. Compare the angled nozzles to the straight-cut nozzles in the secondary bores (**circled in yellow**) - this is typical of the nozzle configurations in **both** primary and secondary low-horsepower carbs. You do not have to have the carb apart to spot these differences - just look down the throat from the top.

Another interesting feature is the two large screws (**circled in cyan**) on the outside of the body on the left side of the picture that enter the float bowl. Some say that these are like the Holly float level sighting screws and fuel should just come up to the bottom of the screw hole. I've rebuilt 5 of these carbs now and the 2-3 I checked did not have fuel anywhere near the bottom of these screw holes when the floats are set exactly per the ST-12 parameters. They sure look like they should be float level sight holes but they don't seem to work (not for me anyhow).

If anybody wants more pics of anything else just ask since I have my rear carb in bits and pieces just now to fix a throttle shaft problem.





