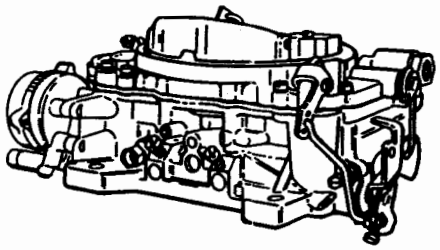
INSTRUCTION SHEET
OFF VEHICLE CARBURETOR SERVICE
CARTER MODEL-AFB

50-370-3



I. DISASSEMBLY.

a. Disassemble in the order of index numbers on the exploded view drawing on opposite side of sheet. Disassembly need not be carried further than parts exploded on the drawing unless additional parts require replacement.

b. Notice the holes from which linkage rods are removed so they can be returned to the same locations during reassembly.

II. CLEANING.

NOTE: Do not soak leather, rubber or other parts of this nature in the cleaning solvent.

Soak parts long enough to soften and remove all foreign material. Use a regular carburetor cleaning solvent, lacquer thinner, or denatured alcohol. Use a small brush to aid cleaning, if necessary. Make certain the throttle body is free of all hard carbon deposits. Blow out all passages in castings with compressed air, and check carefully to insure thorough cleaning of obscure areas.

III. REASSEMBLY.

Reassemble the carburetor using essentially the reverse order of disassembly. Refer to paragraph I b, when installing linkage rods.

ADJUSTMENTS

IV. FLOAT SETTING ADJUSTMENT. (See figure 1.)

With air horn held upside down; air horn gasket and floats in place, measure the distance between edges of floats and gasket surface at outer ends. Refer to Adjustment Data Table for proper gage. Adjust by carefully bending float bracket and make sure that floats are properly aligned to avoid interference in the bowl.

V. FLOAT DROP ADJUSTMENT. (See figure 2.)

With air horn held upright and level, measure at location shown (gasket in place). Adjust to dimension listed in Adjustment Data Table by bending float stop tabs on float bracket.

VI. PUMP ADJUSTMENT. (See figure 3.)

a. Back out throttle stop screw until primary throttle valves seat in bores. The distance from top of pump plunger rod to air horn should be as listed in Adjustment Data Table.

b. Insert rod in lever hole listed in Adjustment Data Table ("a", "b" or "c").

c. Adjust by bending pump rod at location shown in figure 3.

VII. CHOKE PISTON LINKAGE ADJUSTMENT.

a. TYPE I (see figure 4). Hold choke valve closed and measure clearance between stop in choke piston housing and choke lever. This distance should be as listed in Adjustment Data Table. To adjust bend choke connector rod, which will be positioned at slightly different locations for some carburetors, or set lever on countershaft if lever has a clamp screw.

b. TYPE II. Keep fast idle cam from touching adjusting screw by blocking throttle approximately half open. With choke valve open place a .026 wire gage (made by bending a .026 diameter wire at a 90° angle 1/8-inch from end) between bottom of slot in piston and top of slot in choke piston cylinder. Holding the .026 wire gage in position, close choke valve until resistance is felt. The distance between top of choke valve and air horn should be the same as given in Adjustment Data Table. To adjust, bend choke connector rod.

c. TYPE III. Keep fast idle cam from touching the adjusting screw by holding throttle open. When holding the choke valve closed, the top of the choke piston should be flush with the top of the piston cylinder. To adjust, bend the choke connector rod.

VIII. FAST IDLE LINKAGE ADJUSTMENT. (See figures 5 and 6.)

Methods of performing this adjustment vary between carburetors and car models. The first type of adjustment is made as follows:

a. Hold choke valve closed and fast idle cam against stop on carburetor housing. The clearance between the two levers on end of choke shaft should be as listed in Adjustment Data Table. (See figure 5.) To adjust, bend fast idle rod as shown.

b. The second method is different because of the index mark on fast idle cam. (See figure 6.) When the mark is present, adjust as follows: Hold choke lever closed and make sure that the two levers on end of choke shaft are in contact with each other. Hold parts in this manner and align end of fast idle screw with index mark on fast idle cam. To adjust, bend fast idle rod as shown.

IX. FAST IDLE VALVE CLEARANCE. (See figure 7.)

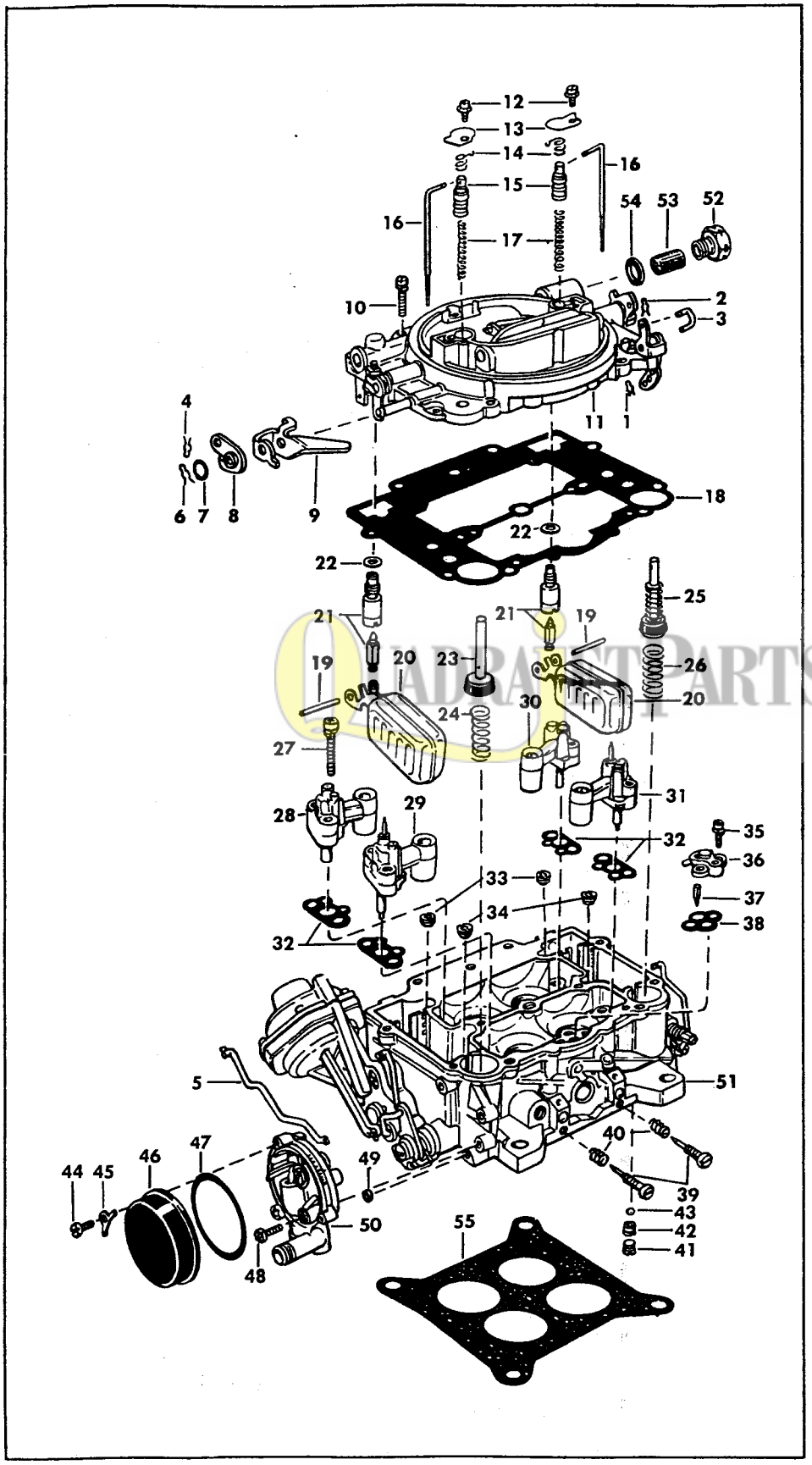
Hold choke valve closed tightly and tighten fast idle adjusting screw until clearance between carburetor bore and edge of throttle valve is as specified in Adjustment Data Table.

X. UNLOADER ADJUSTMENT. (See figure 5.)

Open primary throttle valves wide and check clearance between upper edge of choke valve and inner wall of air horn. This distance should be as listed in Adjustment Data Table. To adjust, bend the unloader lip, which can be seen in figure 5.

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



REF. NO.	NOMENCLATURE
1	Pin spring
2	Pin spring
3	Pump link
4	Pin spring
5	Choke connector rod
6	Pin spring
7	Dashpot lever washer
8	Outer-dashpot arm
9	Inner-dashpot arm
10	Screw and lock washer assy
11	Air horn assy
12	Screw and lock washer assys
13	Step-up piston covers
14	Step-up rod retaining springs
15	Vacuum pistons
16	Step-up rods
17	Vacuum piston springs
18	Air horn gasket
19	Float pin
20	Float assys
21	Needle and seat assys
22	Needle seat gaskets
23	Dashpot plunger assy
24	Dashpot plunger spring
25	Pump plunger assy
26	Pump return spring
27	Screw and lock washer assy
28	Secondary venturi assy — choke side
29	Primary venturi assy — choke side
30	Secondary venturi assy — pump side
31	Primary venturi assy — pump side
32	Venturi cluster gaskets
33	Secondary metering jets
34	Primary metering jets
35	Screw and lock washer assy
36	Pump jet housing
37	Pump discharge needle
38	Pump jet housing gasket
39	Idle adjusting screws
40	Idle adjusting screw springs
41	Pump intake passage plug
42	Pump intake ball seat
43	Pump intake ball
44	Screw
45	Coil housing retainer
46	Thermostatic coil and housing assy
47	Coil housing gasket
48	Screw
49	Choke piston housing assy
50	Choke piston housing gasket
51	Carburetor body assy
52	Fuel inlet fitting
53	Fuel inlet strainer
54	Fuel inlet fitting gasket
55	Flange gasket

INSTRUCTION SHEET

CARTER MODEL AFB CARBURETOR

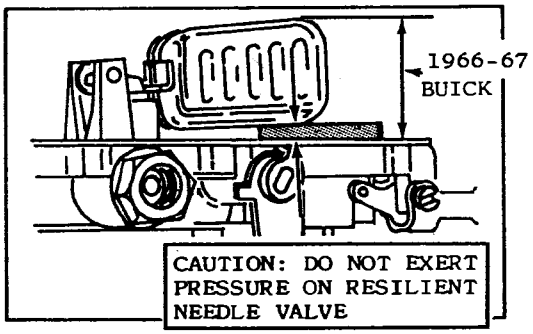
(CONT.)

XI. AUTOMATIC CHOKE SETTING.

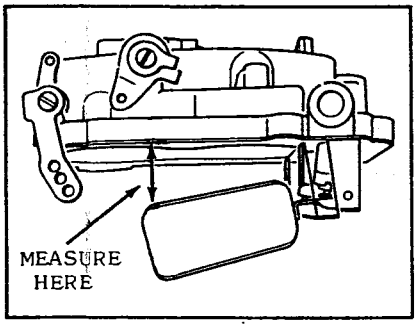
Set automatic choke so that choke valve will close with a light tension in air intake bore with unit at room temperature (70°F to 80°F).

XII. IDLE ADJUSTMENT. (See figure 8.)

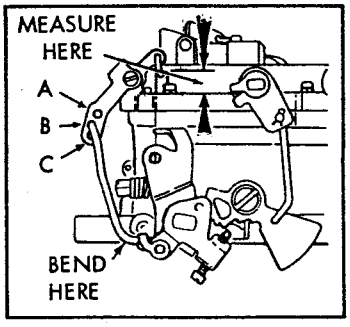
Adjust stop screw (1) to crack valve slightly. Start engine. Adjust mixture screw (2) until engine idles smoothly. Readjust stop screw (1) to idle engine at approximately 450 rpm; then readjust mixture screw (2). (Most high-performance engines idle at 500 rpm.)



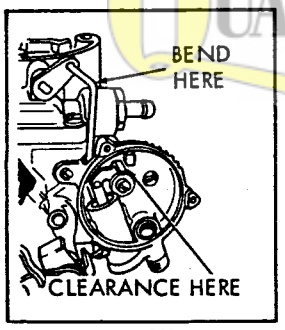
FLOAT LEVEL Fig.1



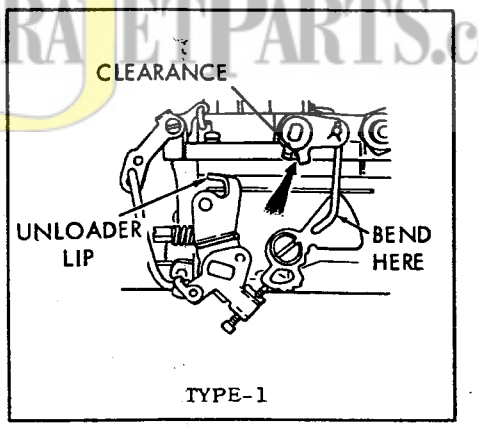
FLOAT DROP Fig.2



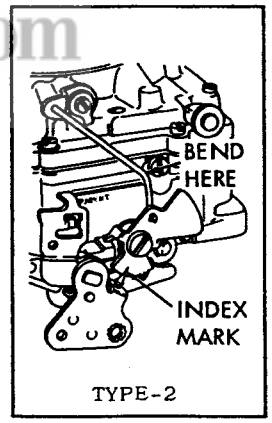
PUMP ADJ. Fig.3



CHOKE PISTON LINKAGE ADJ. Fig.4



FAST IDLE LINKAGE ADJ. Fig.5

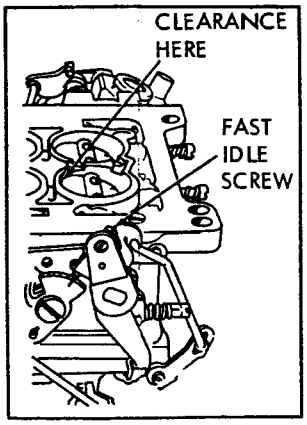


FAST IDLE LINKAGE ADJ. Fig.6

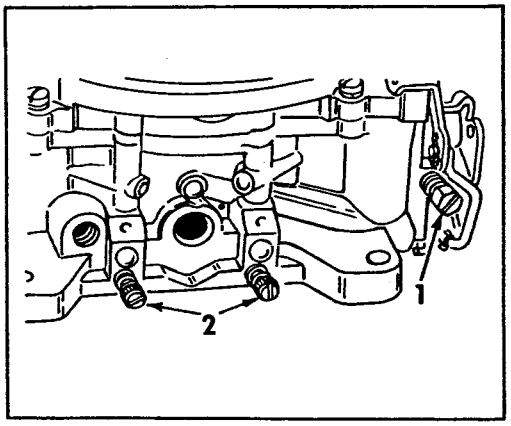
TYPE-3

FAST IDLE SCREW ON SECOND STEP AGAINST SHOULDER OF FIRST. HOLDING CHOKE VALVE TOWARD CLOSED POSITION, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

FAST IDLE LINKAGE ADJ.



FAST IDLE ADJ. Fig.7



IDLE ADJ. Fig.8

ADJUSTMENT DATA TABLE

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole	Pump Adj. Dimen.	Choke Piston Linkage Adj. Type	Choke Piston Linkage Adj. Dimen.	Fast Idle Linkage Adj. Type	Fast Idle Linkage Adj. Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Lever Adj. Step 1	Sec. Throttle Lever Adj. Step 2	Idle S/T	Slow R.P.M. A/T	Fast Idle R.P.M. Note Ref.
1967	American Mtrs. 290"-343" Eng.	5/16"	3/4"	B	3/8"***	2	1/8"	2	Index	.018"	1-Rich	9/32"	-	-	600	600 N	2000 Note 3
	290"-343" Eng. w/A.G.P.	5/16"	3/4"	B	3/8"***	2	3/32"	2	Index	.018"	1-Rich	5/32"	-	-	600	600 N	1400 Note 2
1968	American Mtrs. 290"-343"-390" Eng.	11/32"	23/32"	B	7/16"	2	7/64"	2	Index	.020"	1-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3
	Carb No. 4467-4583-4622	11/32"	23/32"	B	13/32"	2	7/64"	2	Index	.020"	2-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3
1967	Barracuda 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"* 3/32"*	3	5/64"	-	2-Rich	3/8"			600	600	625 Note 1
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	1/4"			700	650 Dr.	1600 Note 2
1957	Buick	7/32"	23/32"	-	33/64"	1	3/64"	1	.010"	.026"	Index	3/16"		1/64"	500	500 N	1500
1958-59	Buick	7/32"	23/32"	-	33/64"	1	.010"	2	Index	.020"	1-Rich	3/16"		1/64"	475	475 N	1500
1960	Buick	7/32"	23/32"	-	1/2"	3	Flush	2	Index	.020"	2-Rich	7/32"	23/64"	1/64"	500	500 N	1500
1961-63	Buick - 364" - 401" & 425" Eng.	7/32"	23/32"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	525	525 N	650 Note 1
1964-65	Buick - 400" - 401" & 425" Eng.	1/4"	3/4"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	500	500 Dr.	600 Note 1
1961-65	Buick - Front & Rear - 425" Eng.	7/32"	23/32"	A	1/2"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	550	550 Dr.	650 Note 1
1965	Buick - 300" Eng.	3/16"	23/32"	B	7/16"	2	3/32"	2	Index	.024"	1-Rich	1/8"	23/64"	1/64"	550	550 Dr.	600 Note 1
1966	Buick - All 340" Eng.	1-13/32"	3/4"	B	7/16"	2	3/32"	2	Index	-	Index	5/32"	-	-	550	550 Dr.	600 Note 1
1966	Buick - All 400" Eng. and S/T-w/A.I.R. 401" Eng.	1-15/32"	3/4"	A	1/2"	2	7/64"	2	Index	-	Index	7/32"	-	-	500	500 Dr.	600 Note 1
1966	Buick - 401" Eng.	1-15/32"	3/4"	B	7/16"	2	7/64"	2	Index	-	Index	7/32"	-	-	500	500 Dr.	600 Note 1
1967	Buick - 340" Eng. All/T	1-13/32"	3/4"	B	7/16"	-	-	2	Index	-	1-Rich	5/32"	-	-	550	550 Dr.	600 Note 1
	w/A.I.R. A/T	1-13/32"	3/4"	A	11/32"	-	-	2	Index	-	2-Rich	5/32"	-	-	-	600 Dr.	600 Note 1
1957-60	Cadillac	5/16"	23/32"	A	15/32"	1	.040"	2	Index	.023"	Index	9/32"	23/64"	1/64"	500	450 Dr.	1750
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.023"	1-Rich	5/16"	23/64"	1/64"	-	500 Dr.	1700
1966	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.022	Index	5/16"	23/64"	1/64"	-	500 Dr.	1700 Note 3
1958-61	Chevrolet 348" Eng.	7/32"	23/32"	-	31/64"	1	.010"	2	Index	.015"	Index	1/4"	-	1/64"	600	550 Dr.	1700
1961-65	Chevrolet 409" High Perf. Eng.	7/32"	23/32"	-	33/64"	2	3/16"	2	Index	.025"	Index	1/4"	15/32"	1/64"	700	-	1700
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	-	33/64"	2	5/64"	2	Index	.015"	Index	1/4"	15/32"	1/64"	600	500 Dr.	1700
1962-65	Chevrolet 409" Eng. Dual Carb.	7/32"	23/32"	-	33/64"	2	3/32"	2	Index	.015"	Index	1/4"	15/32"	1/64"	-		1700
1960-62	Chris-Craft 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	27/64"	1/64"	700	-	-
1957-58	Chrysler	7/32"	23/32"	B	7/16"	1	.067"	2	Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1959-62	Chrysler	7/32"	23/32"	B	7/16"	-	-	2	Index	.015"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1959&62	Chrysler - Dual Carb. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-		-	-
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1400
1960-61	Chrysler-Dual Carb.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1963	Chrysler - 383" Eng.	7/32"	3/4"	B	7/16"	-	-	2	Index	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100
	413" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	2-Rich	3/8"	3/8"	1/64"	500	500 N	2100
1964	Chrysler - 413" & Con. 383" Eng.	7/32"	23/32"	B	7/16"	-	1/8"**	3	7/32"	.020"	2-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1
1963-64	Chrysler 413" Eng. Dual Carb.	9/32"	23/32"	B	7/16"	-	-	2	Index	.020"	Manual	-	29/64"	1/64"	900	-	1400 Note 1
1965-66	Chrysler 383"-413" 426" and 440" Eng.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"**	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
1966	Chrysler 383"-440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	3/8"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1966	Chrysler 426" Eng. Front Dual Carb.	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	-	17/64"	-	750	-	-
	Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	17/64"	-	750	-	1500 Note 2
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	5/16"	-	-	650	600 Dr.	1400 Note 2
1967	Chrysler 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"	3	5/64"	-	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1
1967	Chrysler 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	11/32"	-	-	650	650 Dr.	1400 Note 2
1967	Chrysler 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	7/32"** 1/8"**	3	5/64	-	Index	3/8"	-	-	650	650 Dr.	750 Note 1
1951-65	Chrysler Marine 8 cyl. M318B, M383, M413	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	1/4"	13/64"	1/64"	500	-	700 Note 1
1965	Chrysler Marine M273B	7/32"	23/32"	B	7/16"	-	-	3	1/16"	.020"	2-Rich	1/4"	21/64"	1/64"	500	-	700 Note 1
	Crusader Marine Mark 7-8-9-10	7/32"	23/32"	-	33/64"	1	.010	2	Index	.012"	Index	3/16"	15/64"	1/64"	550	-	-
1965-66	Dart 273" Eng.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 3/32"**	3	5/64"	.020"	2-Rich	7/32"	21/64"	1/64"	600	600 Dr.	700 Note 1
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	7/32"	21/64"	1/64"	700	650 Dr.	1550 Note 2
1967	Dart 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 3/32"**	3	5/64"	-	2-Rich	3/8"	-	-	600	600 Dr.	625 Note 1
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	1/4"	-	-	700	650 Dr.	1600 Note 2
1961-64	Dearborn Marine-361" & 390" Eng.	3/16"	23/32"	A	17/32"	1	5/64"	2	Index	.030"	Index	1/8"	27/64"	1/64"	600	-	-
	289" Eng.	3/16"	3/4"	B	15/32"	1	9/64"	2	Index	.020"	Index	3/32"	-	-	600	-	-
1958	DeSoto, Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-
	Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450
1959	DeSoto, Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	600	-	1400
1958-61	DeSoto	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1960-61	DeSoto - Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800
1958	Dodge - Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-
	Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450
1959	Dodge - Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	550	-	1400
1958-59	Dodge	7/32"	23/32"	B	7/16"	-	-	2	Index	.015"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960	Dodge S/T	5/16"	23/32"	B	7/16"	2	1/8"	2	Index	.010"	Index	1/4"	23/64"	1/64"	500	-	1250
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	-	-	2	Index	.010"	Manual	-	23/64"	1/64"	700	-	1800
1960-63	Dodge A. T&Police S/T&A/T	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	3/8"	3/8"	1/64"	500	500 N	2000
1960-61	Dodge Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800
1963	Dodge-Dual Carbs. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	-	-	Manual	-	29/64"	1/64"	900	-	-
1964	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	
1964	Dodge-Police-Hi. Perf. & Con.	7/32"	23/32"	P	7/16"	-	1/8"**	3	7/32"	.020"	1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"**	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
1966	Dodge - 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1965-66	Dodge - Dual Carbs. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	5/16"	-	-	650	600 Dr.	1400 Note 2
1967	Dodge 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"**	3	5/64"	-	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1
1967	Dodge 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	11/32"	-	-	650	650 Dr.	1400 Note 2
1967	Dodge 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	7/32"** 1/8"**	3	5/64"	-	Index	3/8"	-	-	650	650 Dr.	750 Note 1
1967	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	1/16"	-	-	-	17/64"	1/64"	750	-	-
1967	Dodge 426" Eng. Front	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	-	17/64"	-	750	-	-
	Dual Carb wo/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	17/64"	-	750	-	1500 Note 2
1967-68	Dodge, 426" Eng. Dual Carb w/C.A.P. Front	9/32"	3/4"	B	7/16"	-		-	-	-	-	-	17/64"	-	750	750	-
	Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030	2-Rich	1/4"	17/64"	-	750	750	1800 Note 2
1969	Dodge 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	-	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2
1960-68	Dodge Truck 413" Eng.	7/32"	23/32"	B	33/64"	-	-	-	-	-	-	-	3/8"	1/64"	500	-	-
1957	Ford 312" Eng.	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	.020"	1-Rich	5/64"	-	-	500	500 N	1800
1958	Ford 352" Eng.	5/16"	23/32"	B	15/32"	1	.086"	2	Index	.026"	2-Lean	5/64"	-	-	600	500 Dr.	650 Note 1
1959	Ford 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	500	450 Dr.	550 Note 1
1960	Ford 430" Eng.	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	500 Dr.	625 Note 1
1965	Imperial 413" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	1/16"	-	2-N-Rich	3/8"	21/64"	1/64"	-	500 N	700 Note 1
1966	Imperial 440" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	5/64"	-	2-Rich	3/8"	21/64"	1/64"	-	500 Dr.	700 Note 1
1966	Imperial 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	3/8"	21/64"	1/64"	-	600 Dr.	1500 Note 2
1967	Imperial 440" Eng. w/C.A.P. A/T	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	5/16"	-	-	-	650 Dr.	1400 Note 2
1959	Lincoln	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	-	450 Dr.	500 Note 1
1960	Lincoln	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1963-65	Lincoln - 430" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	.026"	1-Rich	1/8"	29/64"	1/64"	-	475 Dr.	650 Note 1
1966	Lincoln - All	3/16"	23/32"	B	15/32"	2	1/8"	2	Index	.026"	1-Rich	1/8"	15/32"	1/64"	(450-525Dr.)		1600 Note 2
1967	Lincoln Std. 462" Eng.	3/16"	23/32"	B	15/32"	2	3/32"	2	Index	.026	1-Rich	1/8"	15/32"	1/64"		475	1600 Note 2
	T/E 462" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	.026	Index	1/8"	15/32"	1/64"		500	1600 Note 2
1968	Lincoln 462" Eng. w/AC	3/16"	23/32"	A	17/32"	2	7/64"	2	Index	.026"	1-Lean	1/8"	15/32"	1/64"	-	500 Dr.	1600 Note 2
1957	Mercury	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	.020"	1-Rich	5/64"	-	-	500	500 Dr.	1800
1959	Mercury	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	-	450 Dr.	550 Note 1
1960	Mercury	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1958	Plymouth Dual Carbs. 350" Eng. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-
	Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450
1958-59	Plymouth	7/32"	23/32"	B	7/16"	-	-	2	Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960-61	Plymouth Dual Carb.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1960-62	Plymouth 318"-361" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1963	Plymouth-Dual Carb. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	-	-	Manual	-	29/64"	1/64"	900	-	1400
1963	Plymouth - 383" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100
1964	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1964	Plymouth-Police-Hi. Perf. & Con	7/32"	23/32"	B	7/16"	-	1/8"**	3	7/32"	.020"	*1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1
1965-66	Plymouth-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"**	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
1966	Plymouth - 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1965-66	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	-	Index	5/16"	-	-	650	600 Dr.	1400 Note 2
1967	Plymouth 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T A/T	1/8"** 7/64"**	3	5/64"	-	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1
1967	Plymouth 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	11/32"	-	-	650	650 Dr.	1400 Note 2
1967	Plymouth 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	7/32"** 1/8"**	3	5/64"	-	Index	3/8"	-	-	650	650 Dr.	750 Note 1
1967	Plymouth 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	1/16"	-	-	-	17/64"	1/64"	750	-	-
1967	Plymouth 426" Eng. Front	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	-	-	17/64"	750	-	-
	Dual Carb. wo/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	-	17/64"	750	-	1500 Note 2
1967-68	Plymouth, 426" Eng. Dual Carb w/C.A.P. Front	9/32"	3/4"	B	7/16"	-	-	3	-	-	-	-	17/64"	-	750	750	-
	Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030	2-Rich	1/4"	17/64"	-	750	750	1800 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	-	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2
1957	Pontiac	9/32"	3/4"	-	33/64"	1	.045"	1	.010"	.030"	Index	1/8"	-	1/64"	-	450 Dr.	1900
1958-60	Pontiac S/T	9/32"	23/32"	-	33/64"	1	.010"	2	Index	.026"	Index	1/8"	-	1/64"	500	-	2200
1958-60	Pontiac A/T	11/32"	23/32"	-	33/64"	1	.010"	2	Index	.026"	1-Rich	1/8"	-	1/64"	-	500 Dr.	2200
1960	Pontiac-Special 30106 Carb.	7/32"	23/32"	-	33/64"	1	.010"	2	Index	.026"	Index	5/32"	-	1/64"	600	550 Dr.	-
1961	Pontiac - V8	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	-	500 Dr.	2200
1962-63	Pontiac - V8	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2300
1964	Pontiac - 389"-421" Eng.	3/8"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2500
1965	Pontiac 389"-421" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	389" Eng. Only A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Pontiac - 421" Eng. Only A/T	11/32"	23/32"	A	33/64"	3	Flush	2	Index	.027"	2-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Pontiac-389"-421" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	600	-	2500 Note 3
	& w/A.I.R. A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	500 Dr.	2800 Note 3
1967	Pontiac 400" Eng S/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	600	-	2500 Note 3
	A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	500 Dr.	2800 Note 3
	400" Eng. w/A.I.R. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	700	-	2500 Note 3
	A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	600 Dr.	2500 Note 3
1963	Studebaker	3/8"	23/32"	B	27/64"	-	-	2	Index	.027"	Index	5/32"	7/16"	1/64"	650	-	-
1963	Studebaker-Gran-Turismo	9/32"	23/32"	B	27/64"	-	-	2	Index	.044"	Index	5/32"	7/16"	1/64"	550	-	-
1961	Tempest 4 Cyl.	7/32"	23/32"	-	33/64"	3	Flush	2	Index	.026"	Index	5/32"	-	1/64"	600	-	-
1963-64	Tempest 326" Eng. All/T	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	17/64"	1/64"	500	500 Dr.	2500 Note 3
1965	Tempest 326" Eng. S/T	13/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	HO. V8 A/T	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Tempest 389" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	GTO-V8 A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Tempest 326" Eng. S/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	600	-	2800 Note 3
	HO. V8 A/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	500 Dr.	2500 Note 3
	326" Eng. w/A.I.R. A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	600 Dr.	2500 Note 3
1966	Tempest 389" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	600	-	2500 Note 3
	GTO-V8 A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	-	1-Rich	5/32"	-	-	-	500 Dr.	2500 Note 3
1967	Tempest Firebird 326" Eng. S/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	-	-	600	-	2500 Note 3
	w/A.I.R. S/T&A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	.031"	1-Rich	5/32"	-	-	700	550 Dr.	2500 Note 3
1960-61	Valiant - 6 Cyl. S/T	9/32"	23/32"	B	7/16"	-	-	2	Index	.010"	Manual	-	23/64"	1/64"	700	-	1800
1965-66	Valiant 273" Eng.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 3/32"**	3	5/64"	.020"	2-Rich	7/32"	21/64"	1/64"	600	600	700 Note 1
1966	Valiant 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	7/32"	21/64"	1/64"	700	650	1550 Note 2
1967	Valiant 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T A/T	1/8"** 3/32"**	3	5/64"	-	2-Rich	3/8"	-	-	600	600 Dr.	625 Note 1
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	-	Index	1/4"	-	-	700	650 Dr.	1600 Note 2
	9000 SERIES MODEL AFB	9/32"	15/16"	C	13/32"	2	7/64"	3	3/64"	—	2NR	1/4"	11/32"	.020"	-	—	—
	HI-PERF CARBS 4758, 4759	5/16"	23/32"	B	7/16"	-	-	-	-	-	-	-	11/32"	.020"	-	-	-
	4760, 4761, 4762	5/16"	23/32"	A	1/2"***	-	-	-	-	-	-	-	11/32"	.020"	-	-	-

**Measure from bottom of S-link in plunger shaft to Bowl cover.

Abbreviations

S/T = Standard Transmission C.A.P. = Clean Air Package A/T = Automatic Transmission A.I.R. = Air Injection Reactor

Dr. = Drive * = VAC. Break Adj. N = Neutral A.G.P. = Air Guard Package

Note 1 – Fast Idle Screw on Bottom or Low Step of Fast Idle Cam.
Note 2 – Fast Idle Screw on Second Highest Step of Fast Idle Cam.
Note 3 – Fast Idle Screw on Highest Step of Fast Idle Cam.

SECONDARY THROTTLE LEVER ADJ.

STEP 1. SECONDARY THROTTLE VALVE SHOULD JUST START TO OPEN WHEN THERE IS (SEE DATA TABLE) BETWEEN LOWER EDGE OF PRIMARY THROTTLE VALVE AND BORE OF CARBURETOR. TO ADJUST BEND CONNECTOR LINK.

STEP 2. PRIMARY AND SECONDARY THROTTLE VALVES TIGHTLY CLOSED, CHECK CLEARANCE BETWEEN LEVERS. TO ADJUST BEND SHOE ON LEVER.

ADJUSTMENT DATA TABLE

USE WITH FORM NO. 50-370-1

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole	Pump Adj. Dimen.	Choke Piston Linkage Adj. Type	Choke Piston Linkage Adj. Dimen.	Fast Idle Linkage Adj. Type	Fast Idle Linkage Adj. Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Lever Adj. Step 1	Sec. Throttle Lever Adj. Step 2	Slow Idle S/T	Slow Idle R.P.M. A/T	Fast Idle R.P.M. Note Ref.
1967	American Mtrs. 290"-343" Eng.	5/16"	3/4"	B	3/8"**	2	1/8"	2	Index	.018"	1-Rich	9/32"	–	–	600	600 N	2000 Note 3
	290"-343" Eng. w/A.G.P.	5/16"	3/4"	B	3/8"**	2	3/32"	2	Index	.018"	1-Rich	5/32"	–	–	600	600 N	1400 Note 2
1968	American Mtrs. 290"-343" 390" Eng.	11/32"	23/32"	B	7/16"	2	7/64"	2	Index	.020"	1-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3
	Carb. No. 4467-4583-4622	11/32"	23/32"	B	13/32"	2	7/64"	2	Index	.020"	2-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3
1969	American Mtrs. All A/T	11/32"	23/32"	B	1/2"	2	1/8"	2	Index	.020"	Index	5/32"	7/16"	1/64"	–	550 Dr.	2000 Note 3
	290" Eng. S/T	11/32"	23/32"	B	1/2"	2	5/64"	2	Index	.020"	2-Rich	5/32"	7/16"	1/64"	650	–	2000 Note 3
	343"-390" Eng. S/T	11/32"	23/32"	B	1/2"	2	7/64"	2	Index	.020"	Index	5/32"	7/16"	1/64"	650	–	2000 Note 3
1967	Barracuda 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8" *	3	5/64"	–	2-Rich	3/8"	–	–	600	600	625 Note 1
						A/T	3/32*										
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	1/4"	–	–	700	650 Dr.	1600 Note 2
1970-71	Barracuda 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	1/64"	950	950	–
	(1971 Hand Choke) Rear	7/32"	3/4"	B	7/16"	2	A/T 7/64"	3	5/64"	–	2-Rich	1/4"	17/64"	1/64"	950	950	2300 Note 2
						2	S/T 1/16"										
1957	Buick	7/32"	23/32"	–	33/64"	1	3/64"	1	.010"	.026"	Index	3/16"	–	1/64"	500	500 N	1500
1958-59	Buick	7/32"	23/32"	–	33/64"	1	.010"	2	Index	.020"	1-Rich	3/16"	–	1/64"	475	475 N	1500
1960	Buick	7/32"	23/32"	–	1/2"	3	Flush	2	Index	.020"	2-Rich	7/32"	23/64"	1/64"	500	500 N	1500
1961-63	Buick - 364"-401" & 425" Eng.	7/32"	23/32"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	525	525 N	650 Note 1
1964-65	Buick - 400"-401" & 425" Eng.	1/4"	3/4"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	500	500 Dr.	600 Note 1
1961-65	Buick - Front & Rear-425" Eng.	7/32"	23/32"	A	1/2"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	550	550 Dr.	650 Note 1
1965	Buick - 300" Eng.	3/16"	23/32"	B	7/16"	2	3/32"	2	Index	.024"	1-Rich	1/8"	23/64"	1/64"	550	550 Dr.	600 Note 1
1966	Buick - All 340" Eng.	1-13/32"	3/4"	B	7/16"	2	3/32"	2	Index	–	Index	5/32"	–	–	550	550 Dr.	600 Note 1
1966	Buick - All 400" Eng. & S/T-w/A.I.R. 401" Eng.	1-15/32"	3/4"	A	1/2"	2	7/64"	2	Index	–	Index	7/32"	–	–	500	500 Dr.	600 Note 1
1966	Buick - 401" Eng.	1-15/32"	3/4"	B	7/16"	2	7/64"	2	Index	–	Index	7/32"	–	–	500	500 Dr.	600 Note 1
1967	Buick - 340" Eng. All/T	1-13/32"	3/4"	B	7/16"	–	–	2	Index	–	1-Rich	5/32"	–	–	550	550 Dr.	600 Note 1
	w/A.I.R. A/T	1-13/32"	3/4"	A	11/32"	–	–	2	Index	–	2-Rich	5/32"	–	–	–	600 Dr.	600 Note 1
1957-60	Cadillac	5/16"	23/32"	A	15/32"	1	.040"	2	Index	.023"	Index	9/32"	23/64"	1/64"	500	450 Dr.	1750
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.023"	1-Rich	5/16"	23/64"	1/64"	–	500 Dr.	1700
1966	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.022	Index	5/16"	23/64"	1/64"	–	500 Dr.	1700 Note 3
1958-61	Chevrolet 348" Eng.	7/32"	23/32"	–	31/64"	1	.010"	2	Index	.015"	Index	1/4"	–	1/64"	600	550 Dr.	1700
1961-65	Chevrolet 409" High Perf. Eng.	7/32"	23/32"	–	33/64"	2	3/16"	2	Index	.025"	Index	1/4"	15/32"	1/64"	700	–	1700
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	–	33/64"	2	5/64"	2	Index	.015"	Index	1/4"	15/32"	1/64"	600	500 Dr.	1700
1962-65	Chevrolet 409" Eng. Dual Carb.	7/32"	23/32"	–	33/64"	2	3/32"	2	Index	.015"	Index	1/4"	15/32"	1/64"	–	–	1700
1960-62	Chris-Craft 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	27/64"	1/64"	700	–	–
1965	Chris-Craft 283"-327" Eng.	13/64"	23/32"	–	33/64"	2	3/32"	2	Index	1/64"	1-Lean	1/4"	–	–	500	–	–
1957-58	Chrysler	7/32"	23/32"	B	7/16"	1	.067"	2	Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1959-62	Chrysler	7/32"	23/32"	B	7/16"	–	–	2	Index	.015"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1959&62	Chrysler-Dual Carb. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	–	1400
1960-61	Chrysler-Dual Carb.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1963	Chrysler-383" Eng.	7/32"	3/4"	B	7/16"	–	–	2	Index	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100
	413" Eng.	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	2-Rich	3/8"	3/8"	1/64"	500	500 N	2100
1964	Chrysler-413" & Can. 383" Eng.	7/32"	23/32"	B	7/16"	–	1/8"*	3	7/32"	.020"	2-Rich	3/8"	21/64"	1/64"	500	–	700 Note 1
1963-64	Chrysler 413" Eng. Dual Carb.	9/32"	23/32"	B	7/16"	–	–	2	Index	.020"	Manual	–	29/64"	1/64"	900	–	1400 Note 1
1965-66	Chrysler 383"-413" 426" and 440" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1966	Chrysler 383"-440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	3/8"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1966	Chrysler 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	–	750	–	–
	Dual Carb. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	17/64"	–	750	–	1500 Note 2
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	5/16"	–	–	650	600 Dr.	1400 Note 2
1967	Chrysler 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	–	2-Rich	3/8"	–	–	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1967	Chrysler 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	11/32"	–	–	650	650 Dr.	1400 Note 2
1967	Chrysler 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"*	3	5/64"	–	Index	3/8"	–	–	650	650 Dr.	750 Note 1
						A/T	1/8"*										
1961-65	Chrysler Marine 8 cyl. M318B, M383, M413	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	1-Rich	1/4"	13/64"	1/64"	500	–	700 Note 1
1965	Chrysler Marine M273B	7/32"	23/32"	B	7/16"	–	–	3	1/16"	.020"	2-Rich	1/4"	21/64"	1/64"	500	–	700 Note 1
	Crusader Marine Mark 7-8-9-10	7/32"	23/32"	–	33/64"	1	.010"	2	Index	.012"	Index	3/16"	15/64"	1/64"	550	–	–
1965-66	Dart 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	.020"	2-Rich	7/32"	21/64"	1/64"	600	600 Dr.	700 Note 1
						A/T	3/32"*										
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	7/32"	21/64"	1/64"	700	650 Dr.	1550 Note 2
1967	Dart 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	–	2-Rich	3/8"	–	–	600	600 Dr.	625 Note 1
						A/T	3/32"*										
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	1/4"	–	–	700	650 Dr.	1600 Note 2
1961-64	Dearborn Marine-361" & 390" Eng.	3/16"	23/32"	A	17/32"	1	5/64"	2	Index	.030"	Index	1/8"	27/64"	1/64"	600	–	–
	289" Eng.	3/16"	3/4"	B	15/32"	1	9/64"	2	Index	.020"	Index	3/32"	–	–	600	–	–
1958	DeSoto, Dual Carbs. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	–	1450
1959	DeSoto, Dual Carbs. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	600	–	1400
1958-61	DeSoto	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1960-61	DeSoto-Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	–	1800
1958	Dodge-Dual Carbs. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	–	1450
1959	Dodge-Dual Carbs. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	550	–	1400
1958-59	Dodge	7/32"	23/32"	B	7/16"	–	–	2	Index	.015"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960	Dodge S/T	5/16"	23/32"	B	7/16"	2	1/8"	2	Index	.010"	Index	1/4"	23/64"	1/64"	500	–	1250
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	–	–	2	Index	.010"	Manual	–	23/64"	1/64"	700	–	1800
1960-63	Dodge A/T & Police S/T & A/T	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	1-Rich	3/8"	3/8"	1/64"	500	500 N	2000
1960-61	Dodge Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	–	1800
1963	Dodge-Dual Carbs. 413" Eng.	9/32"	23/32"	B	7/16"	–	–	–	–	–	Manual	–	29/64"	1/64"	900	–	–
1964	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	D	19/32"	–	–	–	–	–	Manual	–	23/32"	1/64"	900	–	–
1964	Dodge-Police-Hi. Perf. & Con.	7/32"	23/32"	B	7/16"	–	1/8"*	3	7/32"	.020"	1-Rich	3/8"	21/64"	1/64"	500	–	700 Note 1
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1966	Dodge-383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1965-66	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	C	9/16"	–	–	–	–	–	Manual	–	23/32"	1/64"	900	–	–
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	5/16"	–	–	650	600 Dr.	1400 Note 2
1967	Dodge 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	–	2-Rich	3/8"	–	–	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1967	Dodge 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	11/32"	–	–	650	650 Dr.	1400 Note 2
1967	Dodge 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"*	3	5/64"	–	Index	3/8"	–	–	650	650 Dr.	750 Note 1
						A/T	1/8"*										

**Measure from bottom of S-link in plunger shaft to Bowl cover.

Note 1 – Fast Idle Screw on Bottom or Low Step of Fast Idle Cam.

Note 2 – Fast Idle Screw on Second Highest Step of Fast Idle Cam.

Note 3 – Fast Idle Screw on Highest Step of Fast Idle Cam.

Abbreviations:

S/T = Standard Transmission
Dr. = Drive
C.A.P. = Clean Air Package
* = VAC. Break Adj.
A/T = Automatic Transmission
N = Neutral
A.I.R. = Air Injection Reactor
A.G.P. = Air Guard Package

(over)

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole	Pump Adj. Dimen.	Choke Piston Linkage Adj. Type	Choke Piston Linkage Adj. Dimen.	Fast Idle Linkage Adj. Type	Fast Idle Linkage Adj. Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Lever Adj. Step 1	Sec. Throttle Lever Adj. Step 2	Slow Idle R.P.M. S/T	Slow Idle R.P.M. A/T	Fast Idle R.P.M. Note Ref.
1967	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	–	–	3	1/16"	–	–	–	17/64"	1/64"	750	–	–
1967	Dodge 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	–	750	–	–
	Dual Carb wo/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	17/64"	–	750	–	1500 Note 2
1967-68	Dodge, 426" Eng. Dual Front	9/32"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	–	750	750	–
	Carb w/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	2-Rich	1/4"	17/64"	–	750	750	1800 Note 2
1969	Dodge 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	–	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2
1970-71	Dodge 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	1/64"	950	950	–
	(1971 Hand Choke) Rear	7/32"	3/4"	B	7/16"	2	A/T 7/64"	3	5/64"	–	2-Rich	1/4"	17/64"	1/64"	950	950	2300 Note 2
						2	S/T 1/16"										
1960-68	Dodge Truck 413" Eng.	7/32"	23/32"	B	33/64"	–	–	–	–	–	–	–	3/8"	1/64"	500	–	–
1957	Ford 312" Eng.	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	.020"	1-Rich	5/64"	–	–	500	500 N	1800
1958	Ford 352" Eng.	5/16"	23/32"	B	15/32"	1	.086"	2	Index	.026"	2-Lean	5/64"	–	–	600	500 Dr.	650 Note 1
1959	Ford 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	500	450 Dr.	550 Note 1
1960	Ford 430" Eng.	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	500 Dr.	625 Note 1
1965	Imperial 413" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	1/16"	–	2-N-Rich	3/8"	21/64"	1/64"	–	500 N	700 Note 1
1966	Imperial 440" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	5/64"	–	2-Rich	3/8"	21/64"	1/64"	–	500 Dr.	700 Note 1
1966	Imperial 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	3/8"	21/64"	1/64"	–	600 Dr.	1500 Note 2
1967	Imperial 440" Eng. w/C.A.P. A/T	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	5/16"	–	–	–	650 Dr.	1400 Note 2
1959	Lincoln	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	–	450 Dr.	500 Note 1
1960	Lincoln	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1963-65	Lincoln-430" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	.026"	1-Rich	1/8"	29/64"	1/64"	–	475 Dr.	650 Note 1
1966	Lincoln - All	3/16"	23/32"	B	15/32"	2	1/8"	2	Index	.026"	1-Rich	1/8"	15/32"	1/64"	(450-525 Dr.)		1600 Note 2
1967	Lincoln Std. 462" Eng.	3/16"	23/32"	B	15/32"	2	3/32"	2	Index	.026	1-Rich	1/8"	15/32"	1/64"	–	475	1600 Note 2
	T/E 462" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	.026"	Index	1/8"	15/32"	1/64"	–	500	1600 Note 2
1968	Lincoln 462" Eng. w/AC	3/16"	23/32"	A	17/32"	2	7/64"	2	Index	.026"	1-Lean	1/8"	15/32"	1/64"		500 Dr.	1600 Note 2
1957	Mercury	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	.020"	1-Rich	5/64"	–	–	500	500 Dr.	1800
1959	Mercury	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	15/32"	1/64"	–	450 Dr.	550 Note 1
1960	Mercury	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1958	Plymouth Dual Carbs. Front	9/32"	23/32"	B	7/16"	–	–	–	–	–	–	–	–	–	–	–	–
	350" Eng. Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012	1-Rich	1/4"	23/64"	1/64"	650	–	1450
1958-59	Plymouth	7/32"	23/32"	B	7/16"	–	–	2	Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960-61	Plymouth Dual Carb.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1960-62	Plymouth 318"-361" Eng.	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1963	Plymouth-Dual Carb. 413" Eng.	9/32"	23/32"	B	7/16"	–	–	–	–	–	Manual	–	29/64"	1/64"	900	–	1400
1963	Plymouth - 383" Eng.	7/32"	23/32"	B	7/16"	–	–	2	Index	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100
1964	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	D	19/32"	–	–	–	–	–	Manual	–	23/32"	1/64"	900	–	–
1964	Plymouth-Police-Hi. Perf. & Can	7/32"	23/32"	B	7/16"	–	1/8"*	3	7/32"	.020"	*1-Rich	3/8"	21/64"	1/64"	500	–	700 Note 1
1965-66	Plymouth-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1966	Plymouth-383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	7/32"	21/64"	1/64"	500	600 Dr.	1500 Note 2
1965-66	Plymouth-Dual Carb. .426" Eng.	7/32"	23/32"	C	9/16"	–	–	–	–	–	Manual	–	23/32"	1/64"	900	–	–
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	3/32"	3	5/64"	–	Index	5/16"	–	–	650	600 Dr.	1400 Note 2
1967	Plymouth 383" Eng. wo/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	–	2-Rich	3/8"	–	–	500	500 Dr.	700 Note 1
						A/T	7/64"*										
1967	Plymouth 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	11/32"	–	–	650	650 Dr.	1400 Note 2
1967	Plymouth 440" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"*	3	5/64"	–	Index	3/8"	–	–	650	650 Dr.	750 Note 1
						A/T	1/8"*										
1967	Plymouth 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	–	–	3	1/16"	–	–	–	17/64"	1/64"	750	–	–
1967	Plymouth 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	–	17/64"	750	–	–
	Dual Carb. wo/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	–	17/64"	750	–	1500 Note 2
1967-68	Plymouth, 426" Eng. Dual Front	9/32"	3/4"	B	7/16"	–	–	3	–	–	–	–	17/64"	–	750	750	–
	Carb w/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	2-Rich	1/4"	17/64"	–	750	750	1800 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	–	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2
1970-71	Plymouth 426" Eng. Front	5/16"	3/4"	B	7/16"	–	–	–	–	–	–	–	17/64"	1/64"	950	950	–
	(1971 Hand Choke) Rear	7/32"	3/4"	B	7/16"	2	A/T 7/64"	3	5/64"	–	2-Rich	1/4"	17/64"	1/64"	950	950	2300 Note 2
						2	S/T 1/16"										
1957	Pontiac	9/32"	3/4"	–	33/64"	1	.045"	1	.010"	.030"	Index	1/8"	–	1/64"	–	450 Dr.	1900
1958-60	Pontiac S/T	9/32"	23/32"	–	33/64"	1	.010"	2	Index	.026"	Index	1/8"	–	1/64"	500	–	2200
1958-60	Pontiac A/T	11/32"	23/32"	–	33/64"	1	.010"	2	Index	.026"	1-Rich	1/8"	–	1/64"	–	500 Dr.	2200
1960	Pontiac-Special 3010S Carb.	7/32"	23/32"	–	33/64"	1	.010"	2	Index	.026"	Index	5/32"	–	1/64"	600	550 Dr.	–
1961	Pontiac - V8	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	–	500 Dr.	2200
1962-63	Pontiac - V8	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2300
1964	Pontiac - 389"-421" Eng.	3/8"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2500
1965	Pontiac - 389"-421" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	–	2500 Note 3
	389" Eng. Only A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	–	500 Dr.	2500 Note 3
1965	Pontiac - 421" Eng. Only A/T	11/32"	23/32"	A	33/64"	3	Flush	2	Index	.027"	2-Rich	5/32"	17/64"	1/64"	–	500 Dr.	2500 Note 3
1966	Pontiac-389"-421" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	600	–	2500 Note 3
	& w/A.I.R. A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	500 Dr.	2800 Note 3
1967	Pontiac 400" Eng. S/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	600	–	2500 Note 3
	A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	500 Dr.	2800 Note 3
	400" Eng. w/A.I.R. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	700	–	2500 Note 3
	A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	600 Dr.	2500 Note 3
1963	Studebaker	3/8"	23/32"	B	27/64"	–	–	2	Index	.027"	Index	5/32"	7/16"	1/64"	650	–	–
1963	Studebaker-Gran-Turismo	9/32"	23/32"	B	27/64"	–	–	2	Index	.044"	Index	5/32"	7/16"	1/64"	550	–	–
1961	Tempest 4 Cyl.	7/32"	23/32"	–	33/64"	3	Flush	2	Index	.026"	Index	5/32"	–	1/64"	600	–	–
1963-64	Tempest 326" Eng. All/T	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.026"	1-Rich	5/32"	17/64"	1/64"	500	500 Dr.	2500 Note 3
1965	Tempest 326" Eng. S/T	13/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	–	2500 Note 3
	HO. V8 A/T	11/32"	23/32"	B	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	–	500 Dr.	2500 Note 3
1965	Tempest 389" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	–	2500 Note 3
	GTO-V8 A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	17/64"	1/64"	–	500 Dr.	2500 Note 3
1966	Tempest 326" Eng. S/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	600	–	2800 Note 3
	HO. V8 A/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	500 Dr.	2500 Note 3
	326" Eng. w/A.I.R. A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	600 Dr.	2500 Note 3
1966	Tempest 389" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	600	–	2500 Note 3
	GTO-V8 A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	–	1-Rich	5/32"	–	–	–	500 Dr.	2500 Note 3
1967	Tempest Firebird 326" Eng. S/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	.027"	1-Rich	5/32"	–	–	600	–	2500 Note 3
	w/A.I.R. S/T & A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	.031"	1-Rich	5/32"	–	–	700	550 Dr.	2500 Note 3
1960-61	Valiant - 6 Cyl. S/T	9/32"	23/32"	B	7/16"	–	–	2	Index	.010"	Manual	–	23/64"	1/64"	700	–	1800
1965-66	Valiant 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	.020"	2-Rich	7/32"	21/64"	1/64"	600	600	700 Note 1
						A/T	3/32"*										
1966	Valiant 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	7/32"	21/64"	1/64"	700	650	1550 Note 2
1967	Valiant 273" Eng. wo/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"*	3	5/64"	–	2-Rich	3/8"	–	–	600	600 Dr.	625 Note 1
						A/T	3/32"*										
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	–	Index	1/4"	–	–	700	650 Dr.	1600 Note 2

**Measure from bottom of S-link in plunger shaft to Bowl cover.

Note 1 – Fast Idle Screw on Bottom or Low Step of Fast Idle Cam.

Note 2 – Fast Idle Screw on Second Highest Step of Fast Idle Cam.

Note 3 – Fast Idle Screw on Highest Step of Fast Idle Cam.

Abbreviations:

S/T = Standard Transmission
Dr. = Drive
C.A.P. = Clean Air Package
* = VAC. Break Adj.
A/T = Automatic Transmission
N = Neutral
A.I.R. = Air Injection Reactor
A.G.P. = Air Guard Package