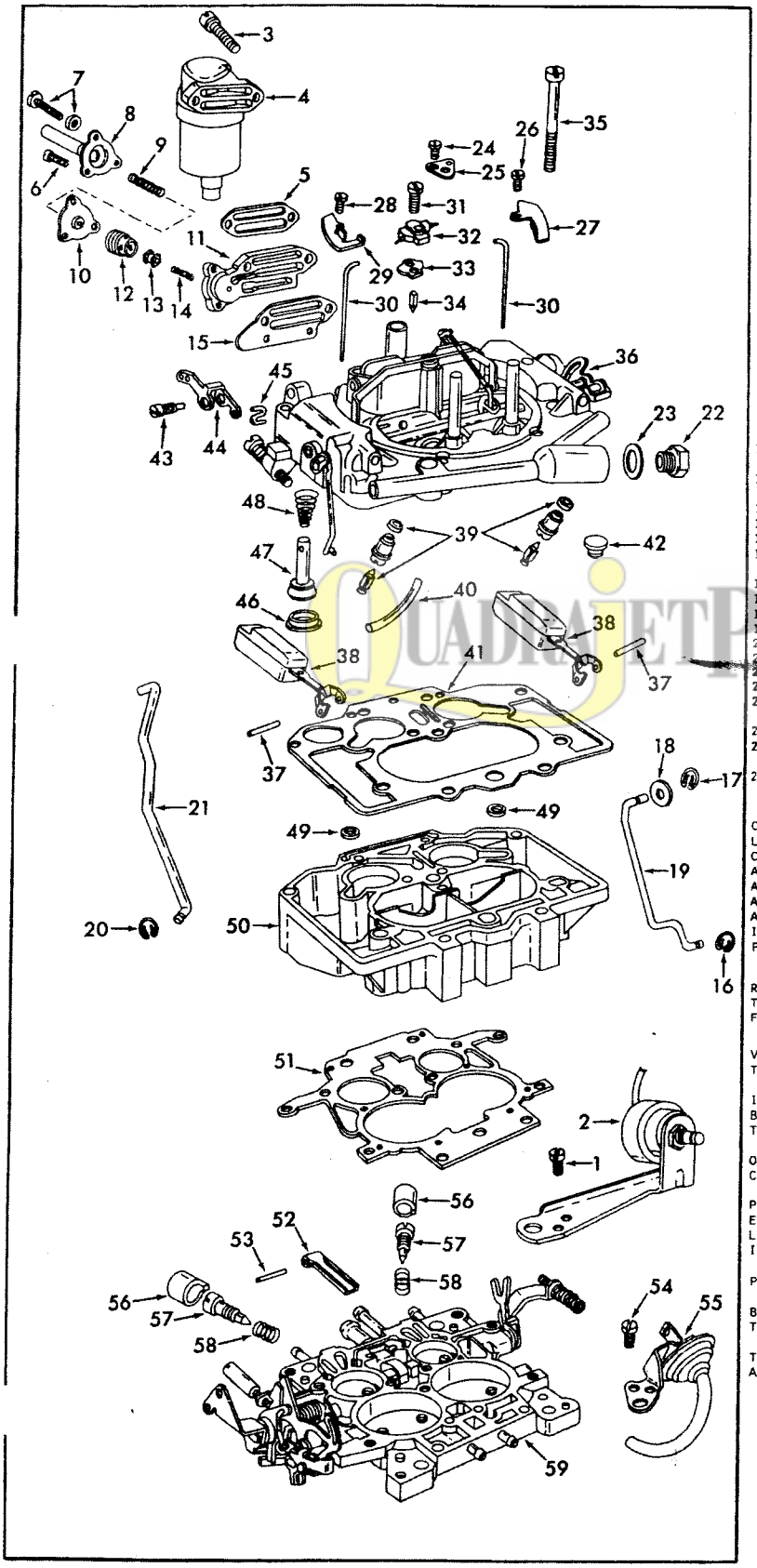
INSTRUCTION SHEET
OFF VEHICLE CARBURETOR SERVICE
CARTER MODEL - THERMO-QUAD (TQ)

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TWO BOWL COVER SCREWS (35) ARE LOCATED BETWEEN CHOKE VALVE AND WALL OF AIR HORN. WHEN REMOVING BOWL COVER CAREFULLY UNHOOK FAST IDLE ROD FROM FAST IDLE CAM. ROD WILL REMAIN HOOKED TO CHOKE SHAFT. BOWL VENT VALVE (42) CAN EASILY BE REMOVED AND INSTALLED WITHOUT REMOVING LEVER AND ROD. TO REMOVE PUMP PLUNGER (47) USE A SMALL ROD PLACED ON END OF PLUNGER SHAFT AND TAP LIGHTLY DRIVING OUT INTAKE CHECK (46). LIMITER CAPS CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-TPS ASSY.	28. SCREW-METERING ROD COVER PLATE
2. THROTTLE POSITION SOLENOID ASSY.	29. PLATE-METERING ROD COVER
3. SCREW & LOCKWASHER(2)-ALTITUDE COMPENSATOR	30. ROD(2)-METERING
4. ALTITUDE COMPENSATOR ASSY.	31. SCREW-PUMP JET HOUSING
5. GASKET-ALTITUDE COMP. ASSY.	32. HOUSING-PUMP JET
6. SCREW(2)-DIAPHRAGM COVER	33. GASKET-PUMP JET HOUSING
7. SCREW & SEAL WASHER(1)	34. NEEDLE-PUMP DISCHARGE CHECK
8. COVER-DIAPHRAGM	35. SCREW(10)-BOWL COVER
9. SPRING-DIAPHRAGM	36. BOWL COVER ASSY.
10. DIAPHRAGM ASSY.-ENRICHMENT VALVE	37. PIN(2)-FLOAT LEVER
11. HOUSING-IDLE ENRICHMENT VALVE	38. FLOAT ASSY.(2)
12. VALVE SEAT-ENRICHMENT	39. NEEDLE, SEAT & GASKET ASSY.(2)
13. VALVE-ENRICHMENT SEAT	40. TUBE-PUMP PASSAGE
14. SPRING-ENRICHMENT VALVE	41. GASKET-BOWL COVER
15. GASKET-ENRICHMENT VALVE HOUSING	42. VALVE-BOWL VENT
16. RETAINER-CHOKE PULL-OFF ROD	43. SCREW-PUMP ARM
17. RETAINER-CHOKE PULL-OFF ROD	44. PUMP ARM
18. WASHER-CHOKE PULL-OFF ROD	45. LINK-PUMP S
19. ROD-CHOKE PULL-OFF	46. CHECK VALVE-PUMP INTAKE
20. RETAINER-PUMP ROD	47. PUMP ASSY.
21. ROD-PUMP ARM CONNECTOR	48. SPRING-PUMP
22. FITTING-FUEL INLET	49. O-RING(2)-MAIN WELL SEAL
23. GASKET-INLET FITTING	50. BOWL ASSY.-FUEL
24. SCREW-STEP UP PISTON COVER PLATE	51. GASKET-THROTTLE BODY
25. PLATE-STEP UP PISTON COVER	52. LEVER-STEP UP PISTON
26. SCREW-METERING ROD COVER PLATE	53. PIN-LEVER
27. PLATE-METERING ROD COVER	54. SCREW-CHOKE PULL-OFF BRACKET
	55. DIAPHRAGM PULL-OFF ASSY.-CHOKE
	56. CAP(2)-IDLE LIMITER
	57. NEEDLE(2)-IDLE ADJUSTING
	58. SPRING(2)-IDLE ADJ. NEEDLE
	59. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USING A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT IMMERSE MAIN PLASTIC BODY (50) IN CLEANING SOLVENTS FOR A PROLONGED PERIOD OF TIME. DO NOT SOAK DIAPHRAGM ASSEMBLIES, SOLENOID OR RUBBER PARTS IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

VACUUM DIAPHRAGM ASSEMBLY (55) - LEAK TEST BEFORE INSTALLING ON THE THROTTLE BODY.

IDLE ADJUSTING NEEDLES (57) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

O-RINGS (49) - BE SURE THEY ARE CENTERED OVER HOLES IN MAIN WELL CAVITIES OF PLASTIC BOWL BEFORE INSTALLING BOWL COVER.

PUMP PLUNGER (47) INSTALLATION - INSTALL PUMP SPRING (48) LARGE END IN FIRST THEN INSTALL PUMP. HOLD IN PLACE BY INSTALLING "S" LINK (45) WITH LOWER OPEN END TOWARDS CHOKE. THEN INSTALL NEW INTAKE CHECK ASSEMBLY (46) AND TAP LIGHTLY INTO PLACE.

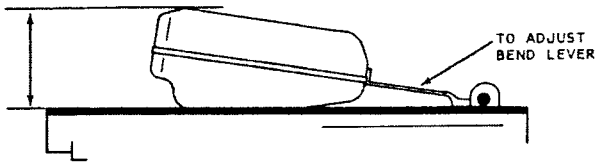
PUMP PASSAGE TUBE (40) - WHEN INSTALLING AVOID KINKING OF TUBE.

BOWL COVER SCREWS (35) - INSTALL THEN TIGHTEN TO 50 INCH LBS. IN TWO OPERATIONS.

TPS ASSEMBLY (2) - DO NOT MOUNT ON CARBURETOR UNTIL ALL BENCH ADJUSTMENTS HAVE BEEN MADE.

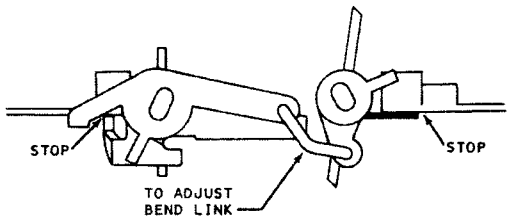
ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



BOWL COVER GASKET IN PLACE, COVER INVERTED MEASURE FROM GASKET TO BOWL TO BOTTOM OF EACH FLOAT AT TOE END.

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

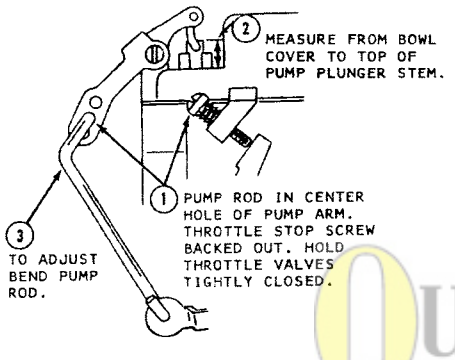


OPEN THROTTLE VALVES TO WIDE OPEN POSITION. BOTH PRIMARY & SECONDARY THROTTLE SHAFTS SHOULD CONTACT THE STOPS ON THE THROTTLE BODY HOUSING AT THE SAME TIME.

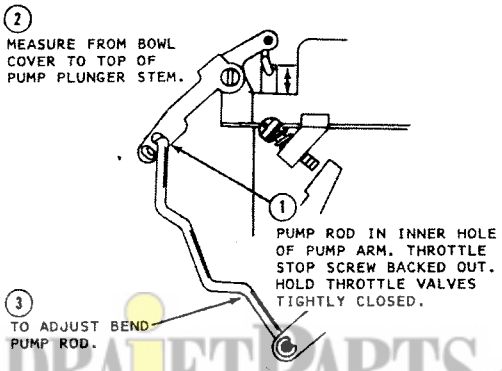
(SECONDARY THROTTLE PLATES WILL BE APPROXIMATELY 80° FROM THE CLOSED POSITION. DO NOT ATTEMPT TO ADJUST TO THE WIDE OPEN POSITION.)

SECONDARY THROTTLE LINKAGE ADJUSTMENT FIG. 2

EARLY



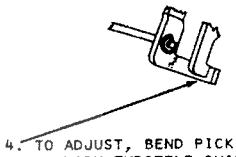
LATE



STAGE 2 M/T

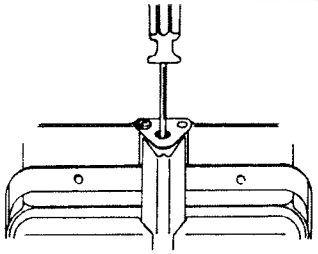
STAGE 2

1. OPEN THROTTLE SLOWLY UNTIL THE SECONDARY THROTTLE SHAFT BEGINS TO MOVE.
2. HOLD IN THIS POSITION.
3. MEASURE FROM TOP OF PLUNGER SHAFT TO BOWL COVER.



4. TO ADJUST, BEND PICK UP ARM ON PRIMARY THROTTLE SHAFT DOG.

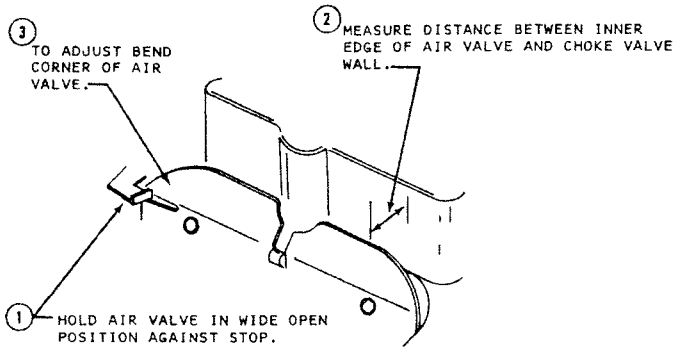
PUMP ROD ADJUSTMENT FIG. 3



1. THROTTLE VALVES TIGHTLY CLOSED.
2. PRESS DOWN ON STEP UP PISTON. TURN ADJUSTMENT SCREW IN CENTER OF PISTON COUNTERCLOCKWISE, UNTIL PISTON IS IN THE FULL DOWN POSITION. TURN SCREW CLOCKWISE UNTIL PISTON STARTS TO MOVE UPWARD. TURN 1 1/2 ADDITIONAL TURNS.
3. TO OBTAIN BEST DRIVEABILITY, TURN SCREW CLOCKWISE (RICHER METERING) COUNTERCLOCKWISE (LEANER METERING).

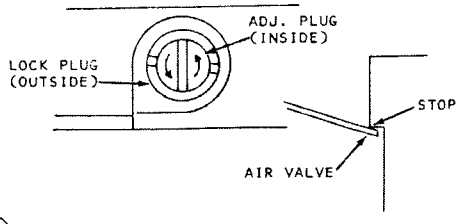
(AT WIDE OPEN THROTTLE BE SURE PISTON DOES NOT BIND AGAINST PISTON COVER.)

METERING ROD ADJUSTMENT FIG. 4



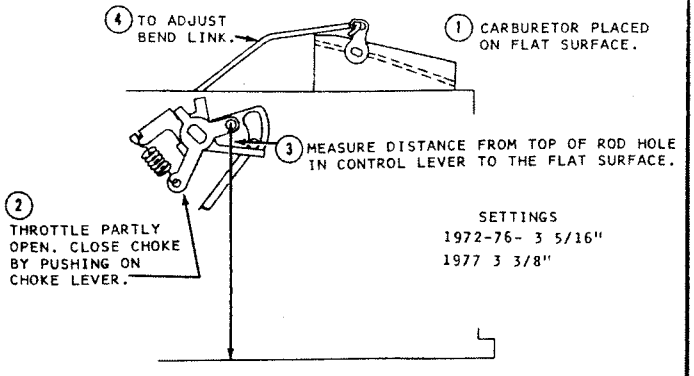
SECONDARY AIR VALVE OPENING ADJUSTMENT FIG. 5

2 TURN ADJUSTMENT PLUG COUNTERCLOCKWISE UNTIL AIR VALVE JUST CONTACTS STOP. THEN TURN 1 1/4 ADDITIONAL TURNS. HOLD IN THIS POSITION AND TIGHTEN LOCK PLUG.

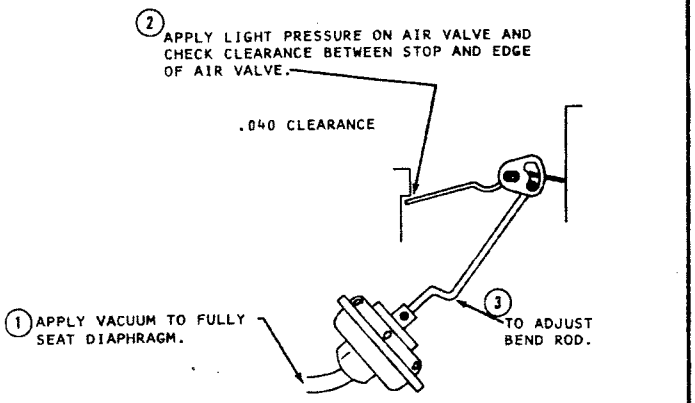


1 LOOSEN LOCK PLUG SO AIR VALVE FALLS OPEN FREELY.

SECONDARY AIR VALVE SPRING ADJUSTMENT FIG. 6

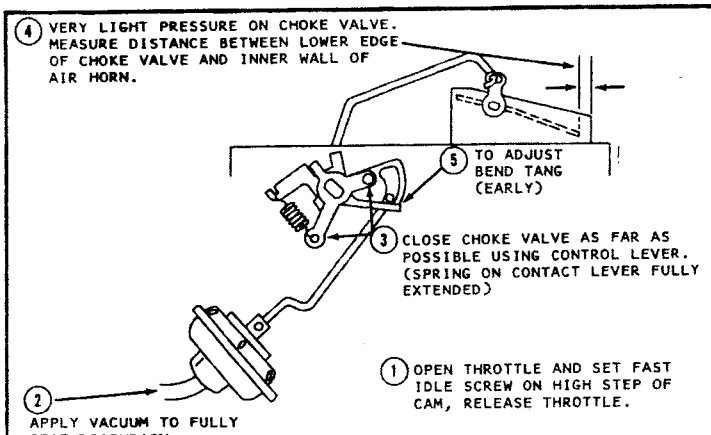


CHOKE CONTROL LEVER ADJUSTMENT FIG. 7



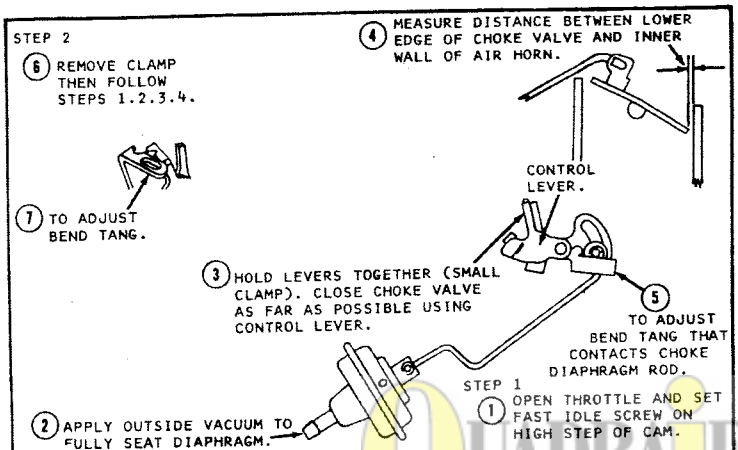
CHOKE DIAPHRAGM CONNECTOR ROD ADJUSTMENT
(SECONDARY AIR VALVE)

FIG. 8



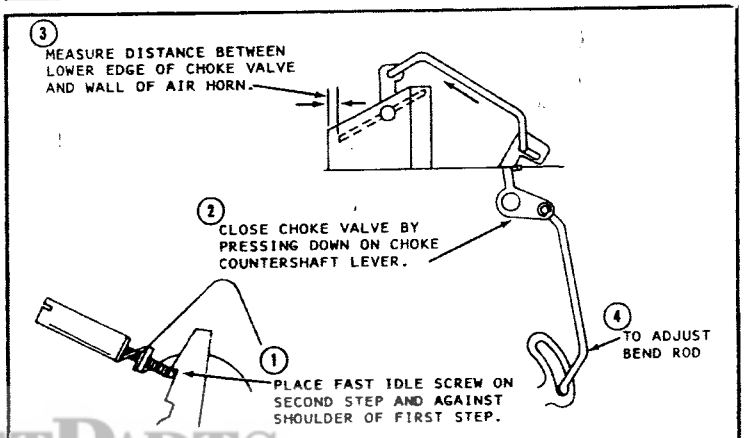
EARLY MODELS
VACUUM KICK ADJUSTMENT

FIG. 9



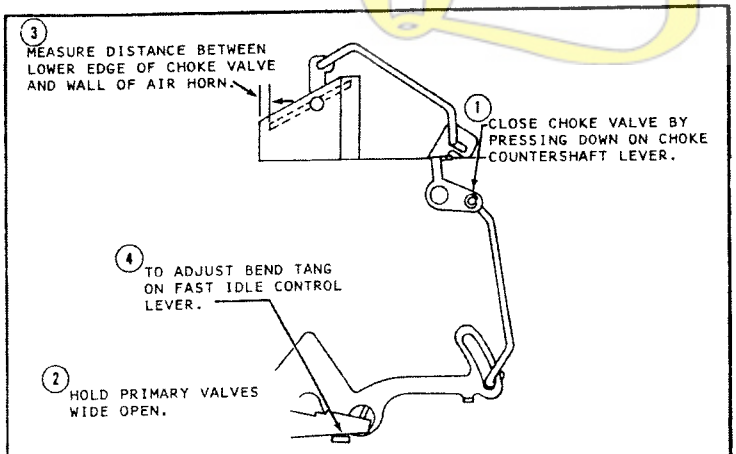
VACUUM KICK ADJUSTMENT

FIG. 10



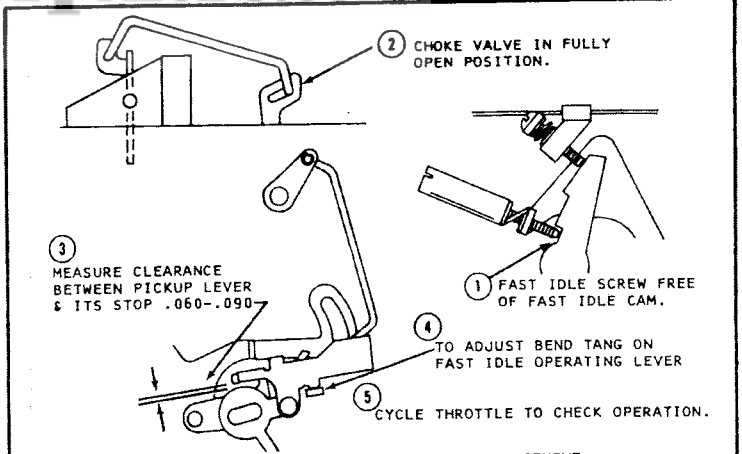
FAST IDLE CAM LINKAGE ADJUSTMENT

FIG. 11



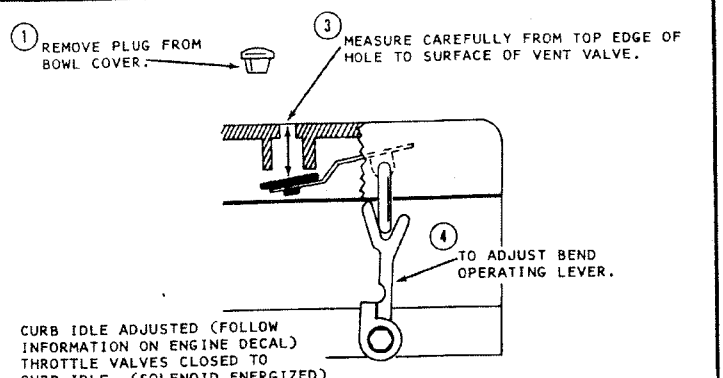
CHOKE UNLOADER ADJUSTMENT

FIG. 12



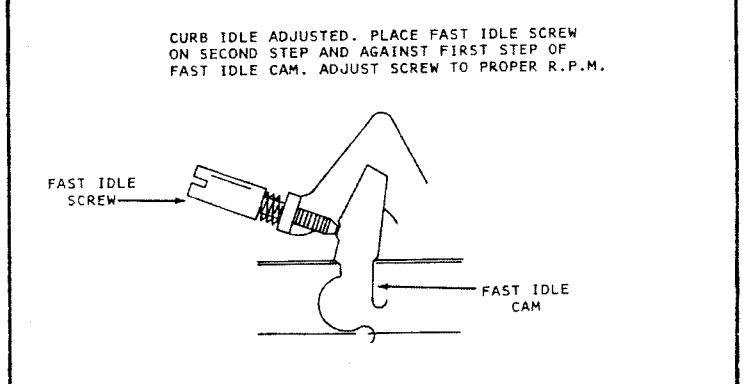
SECONDARY THROTTLE LOCKOUT ADJUSTMENT

FIG. 13



(ON CAR)
BOWL VENT ADJUSTMENT

FIG. 14



(ON CAR)
FAST IDLE SPEED ADJUSTMENT

FIG. 15

ADJUSTMENT DATA TABLE

YEAR	MAKE		DRY FLOAT LEVEL	PUMP ADJUSTMENT STAGE 1	PUMP ADJUSTMENT STAGE 2	FAST IDLE CAM LINKAGE	UNLOADER ADJ.	AIR VALVE OPENING	VACUUM BREAK STEP 1 HIGH	VACUUM BREAK STEP 2 LOW	BOWL VENT VALVE	CURB. IDLE R.P.M. NOTE 1	FAST IDLE R.P.M.
1972	CHRYSLER CORP.												
	340" ENG.	A/T	1"*	1/2"	---	7/64"	3/16"	29/64"	---	9/64"	13/16"	900	1900
		S/T	1"*	9/16"	---	7/64"	3/16"	29/64"	---	5/32"	13/16"	750	1900
	400" ENG.	A/T	1"*	1/2"	---	7/64"	3/16"	31/64"	---	9/64"	13/16"	900	1900
		S/T	1"*	9/16"	---	7/64"	3/16"	31/64"	---	5/32"	13/16"	750	1900
	W/AIR PUMP	A/T	1"*	1/2"	---	7/64"	3/16"	31/64"	---	9/64"	13/16"	750	2100
	W/AIR PUMP	S/T	1"*	9/16"	---	7/64"	3/16"	31/64"	---	5/32"	13/16"	800	2000
1973	CHRYSLER CORP.												
	340" ENG.	A/T	1"*	1/2"	---	7/64"	3/16"	15/32"	---	5/32"	13/16"	750	1800
		S/T	1"*	9/16"	11/32"	7/64"	3/16"	15/32"	---	5/32"	13/16"	900	1300
	400" ENG.	A/T	1"*	1/2"	---	7/64"	3/16"	15/32"	---	5/32"	13/16"	750	1800
		S/T	1"*	9/16"	11/32"	7/64"	3/16"	15/32"	---	5/32"	13/16"	900	1700
	440" ENG.	A/T	1"*	1/2"	---	7/64"	3/16"	15/32"	---	5/32"	13/16"	700	1700
	440" ENG. MOTOR HOME		1"*	9/16"	---	7/64"	3/16"	15/32"	---	5/32"	13/16"	E/D	1800
1974	CHRYSLER CORP.												
	360" ENG.	A/T	1"*	1/2"	---	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	1900
		S/T	1"*	9/16"	11/32	3/32"	5/16"	1/2"	---	7/32"	---	E/D	1900
	CARB. NO. 6488S (CALIF.)	A/T	1"*	9/16"	---	3/32"	5/16"	1/2"	---	5/32"	---	E/D	1800
	CARB. NO. 9022S TRUCK	A/T	1"*	9/16"	---	3/32"	5/16"	1/2"	---	7/32"	13/16"	E/D	2000
	400" ENG.	A/T	1"*	1/2"	---	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	1900
		S/T	1"*	9/16"	11/32"	3/32"	5/16"	1/2"	---	5/32"	---	E/D	1700
	440" ENG.	A/T	1"*	1/2"	---	3/32"	5/16"	1/2"	---	1/2"	13/16"	E/D	1700
	440" ENG.	A/T	1"*	1/2"	---	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	2000
	CARB. NO. 6545S TRUCK	ALL/T	1"*	9/16"	11/32"	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	2000
1975	CHRYSLER CORP.												
	360" ENG.	A/T	29/32"	35/64"	---	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	1600
	360" ENG. CALIF.	A/T	31/32"	35/64"	---	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	1700
	400" ENG.	A/T	29/32"	35/64"	---	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	1800
	400" ENG. CALIF.	A/T	31/32"	35/64"	---	3/32"	5/16"	1/2"	---	5/32"	13/16"	E/D	1800
	440" ENG. FED. & CALIF.	A/T	29/32"	35/64"	---	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	1600
	440" ENG. W/CARB. NO. 9012S, 9052S, 9073S	A/T	29/32"	35/64"	---	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	1800
	CARB. NO. 6545S TRUCK	ALL/T	1"*	9/16"	11/32"	3/32"	5/16"	1/2"	---	5/32"	---	E/D	2000
1976	CHRYSLER CORP.												
	360" ENG.	A/T	29/32"	33/64"	5/16"	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	1700
	360" ENG. CALIF.	A/T	29/32"	33/64"	5/16"	7/64"	5/16"	33/64"	---	3/32"	13/16"	E/D	1700
	400" ENG. FED. & CAN.	A/T	29/32"	33/64"	5/16"	3/32"	5/16"	33/64"	---	3/32"	13/16"	E/D	1800
	400" ENG. CALIF.	A/T	29/32"	33/64"	5/16"	7/64"	5/16"	33/64"	---	3/32"	13/16"	E/D	1600
	400" ENG. CARB. NO. 9097S	A/T	29/32"	33/64"	5/16"	7/64"	5/16"	33/64"	---	3/32"	13/16"	E/D	1600
	440" ENG.	A/T	29/32"	33/64"	5/16"	3/32"	5/16"	33/64"	---	3/32"	13/16"	E/D	1600
	CARB. NO. 9058S, 9059S,	A/T	29/32"	31/64"	---	3/32"	5/16"	33/64"	---	3/32"	13/16"	E/D	1600
	CARB. NO. 9095S, CALIF.	A/T	29/32"	33/64"	5/16"	3/32"	5/16"	33/64"	---	3/32"	13/16"	E/D	1800
	CARB. NO. 6545S TRUCK	ALL/T	1"*	9/16"	11/32"	3/32"	5/16"	1/2"	---	5/32"	---	E/D	2000
1977	CHRYSLER CORP.												
	360" ENG. CARB. NO. 9076S	A/T	13/16"	1/2"	5/16"	3/32"	5/16"	1/2"	19/32"	5/32"	13/16"	E/D	---
	9093S	A/T	13/16"	1/2"	23/32"	3/32"	5/16"	1/2"	19/32"	5/32"	13/16"	E/D	---
	400" ENG.	A/T	13/16"	1/2"	5/16"	3/32"	5/16"	1/2"	---	3/32"	13/16"	E/D	---
	440" ENG.	A/T	13/16"	1/2"	5/16"	3/32"	5/16"	1/2"	19/32"	3/32"	13/16"	E/D	---
1977	DODGE TRUCK												
	440-1" ENG.	A/T	27/32"	1/2"	23/32"	3/32"	5/16"	1/2"	19/32"	3/32"	---	E/D	---
1974-76	INTERNATIONAL 345", 392" ENG.												
	CARB. NOS. 6551, 6590, 6592		1-1/16"*	11/32"	1/8"	3/32"	5/16"	1/2"	11/32"	9/32"	13/16"	E/D	1575
	CARB. NOS. 9027, 9028		1-1/16"*	11/32"	9/64"	3/32"	5/16"	1/2"	11/32"	9/32"	13/16"	E/D	1575

NOTE: 1 - SOLENOID ENERGIZED
E/D = ENGINE DECAL

* ALL ORIGINAL METAL FLOAT SETTINGS OF 1" OR 1-1/16" USE 29/32" WHEN PLASTIC FLOATS ARE USED.

ALL OTHER FLOAT SETTINGS ARE FOR PLASTIC FLOATS.

AFTERMARKET REPLACEMENT METAL FLOATS USE PLASTIC FLOAT SETTINGS.

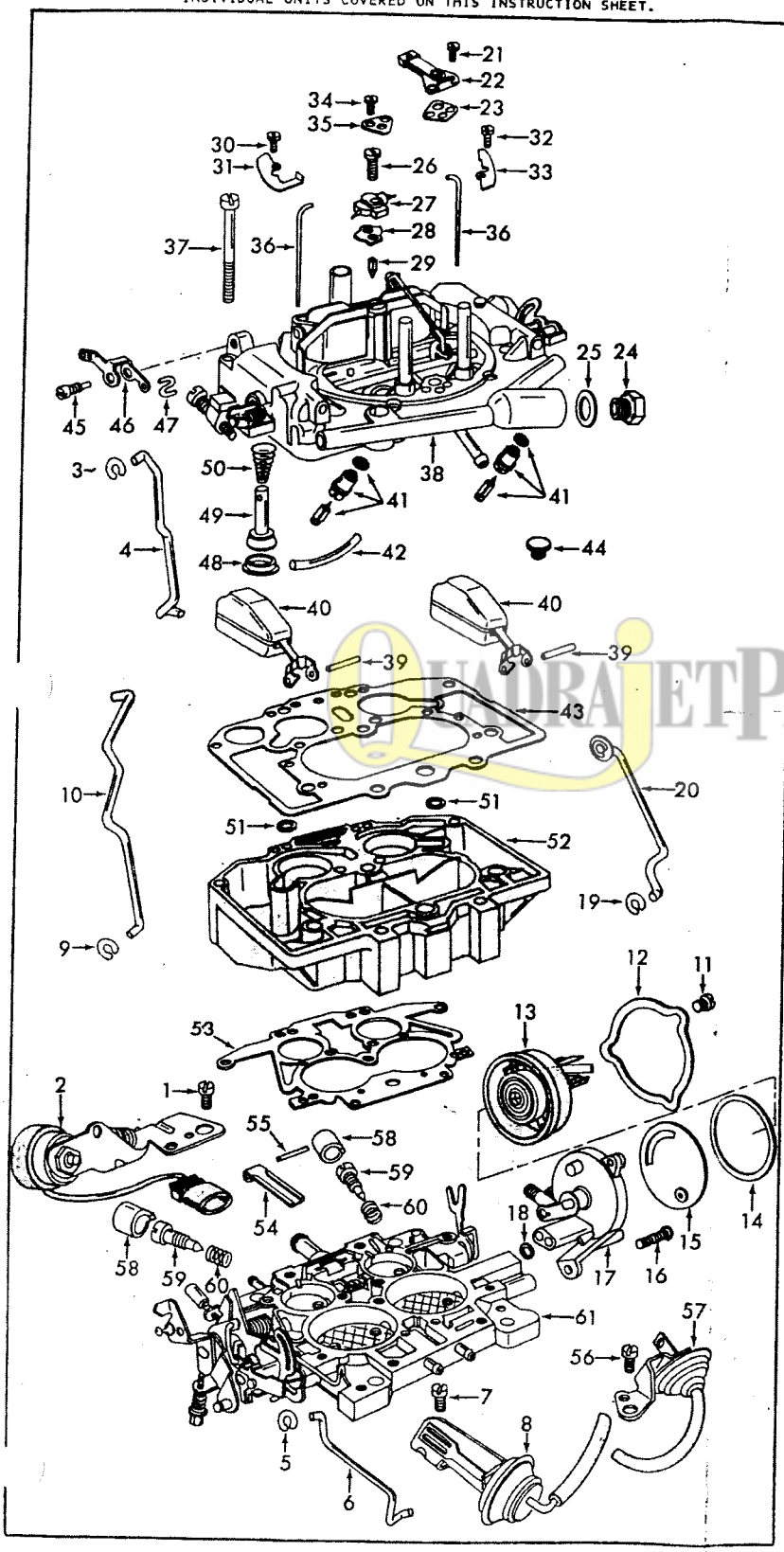
INSTRUCTION SHEET

CARTER CARBURETOR—"THERMO-QUAD"

50-473-1

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: LEAVE CONNECTING RODS OR LINKS CONNECTED AT ONE END WHEN EVER POSSIBLE. TWO BOWL COVER SCREWS (37) ARE LOCATED BETWEEN CHOKE VALVE AND WALL OF AIR HORN. BOWL VENT VALVE (44) CAN EASILY BE REMOVED AND INSTALLED WITHOUT REMOVING LEVER AND ROD. TO REMOVE PUMP PLUNGER (49) USE A SMALL ROD PLACED ON END OF PLUNGER SHAFT AND TAP LIGHTLY DRIVING OUT INTAKE CHECK (48). DO NOT REMOVE IDLE LIMITER CAPS (58) UNLESS SERVICE CAPS ARE AVAILABLE. LIMITER CAPS CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-TSP ASSY.	31. PLATE-METERING ROD COVER
2. TSP ASSY.	32. SCREW-METERING ROD COVER PLATE
3. RETAINER-FAST IDLE ROD	33. PLATE-METERING ROD COVER
4. ROD-FAST IDLE	34. SCREW-STEP UP PISTON COVER PLATE
5. RETAINER-DELAYED CHOKE PULLDOWN ROD	35. PLATE-STEP UP PISTON COVER
6. ROD-DELAYED CHOKE PULLDOWN	36. ROD (2)-METERING
7. SCREW-DELAYED DIAPHRAGM ASSY.	37. SCREW (10)-BOWL COVER
8. DELAYED DIAPHRAGM ASSY.	38. BOWL COVER ASSY.
9. RETAINER-PUMP ARM CONNECTOR ROD	39. PIN (2)-FLOAT LEVER
10. ROD-PUMP ARM CONNECTOR	40. FLOAT ASSY. (2)
11. SCREW (3)-CHOKE COVER CLAMP	41. NEEDLE, SEAT & GASKET ASSY. (2)
12. CLAMP-CHOKE COVER	42. TUBE-PUMP PASSAGE
13. CHOKE COVER & SPRING ASSY.	43. GASKET-BOWL COVER
14. GASKET-CHOKE COVER	44. VALVE-BOWL VENT
15. BAFFLE-CHOKE COVER	45. SCREW-PUMP ARM
16. SCREW (2)-CHOKE HOUSING	46. PUMP ARM
17. HOUSING-CHOKE	47. LINK-PUMP "S"
18. SEAL-CHOKE HOUSING	48. CHECK VALVE-PUMP INTAKE
19. RETAINER-CHOKE PULLOFF ROD	49. PUMP ASSY.
20. ROD, RETAINER & WASHER-CHOKE PULLOFF	50. SPRING-PUMP
21. SCREW (2)-HOT IDLE COMPENSATOR	51. O-RING (2)-MAIN WELL SEAL
22. VALVE-HOT IDLE COMPENSATOR	52. BOWL ASSY.-FUEL
23. GASKET-HOT IDLE COMPERSATOR VALVE	53. GASKET-THROTTLE BODY
24. FITTING-FUEL INLET	54. LEVER-STEP UP PISTON
25. GASKET-INLET FITTING	55. PIN-LEVER
26. SCREW-PUMP JET HOUSING	56. SCREW-CHOKE PULLDOWN DIAPHRAGM
27. HOUSING-PUMP JET	57. DIAPHRAGM PULLDOWN ASSY.-CHOKE
28. GASKET-PUMP JET HOUSING	58. CAP (2)-IDLE LIMITER
29. NEEDLE-PUMP DISCHARGE CHECK	59. NEEDLE (2)-IDLE ADJUSTING
30. SCREW-METERING ROD COVER PLATE	60. SPRING (2)-IDLE ADJ. NEEDLE
	61. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. CAUTION: DO NOT SOAK PLASTIC BODY FOR A LONG PERIOD OF TIME. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK DIAPHRAGM ASSEMBLIES, SOLENOIDS, ELECTRIC CHOKE COVER OR RUBBER PARTS IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

VACUUM DIAPHRAGM ASSY. (8) (57)-LEAK-TEST BEFORE INSTALLING ON THE THROTTLE BODY.

IDLE ADJUSTING NEEDLES (59) - TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 1/2 TURNS.

O-RINGS (51) - BE SURE THEY ARE INSTALLED IN PRIMARY MAIN WELL CAVITIES OF PLASTIC BOWL.

PUMP PLUNGER (49) INSTALLATION - INSTALL PLUNGER SPRING (50) LARGE END IN FIRST THEN INSTALL PUMP. HOLD IN PLACE BY INSTALLING "S" LINK (47) WITH LOWER OPEN END TOWARDS CHOKE. THEN INSTALL NEW INTAKE CHECK ASSY. (48) AND TAP LIGHTLY INTO PLACE.

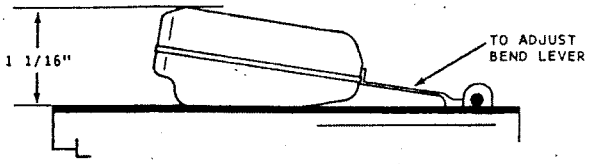
PUMP PASSAGE TUBE (42) - WHEN INSTALLING AVOID KINKING OF TUBE.

TSP ASSY. (2) - DO NOT MOUNT ON CARBURETOR UNTIL ALL BENCH ADJUSTMENTS HAVE BEEN MADE.

CHOKE COVER ASSY. (13) - DO NOT INSTALL UNTIL CHOKE OPERATING LEVER ADJUSTMENT IS MADE.

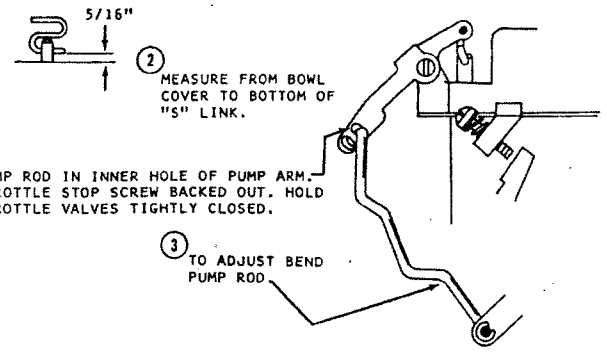
CHOKE BAFFLE PLATE (15) - INSTALL WITH DIMPLE IN THE MANIFOLD HEAT HOLE OF CHOKE HOUSING.

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

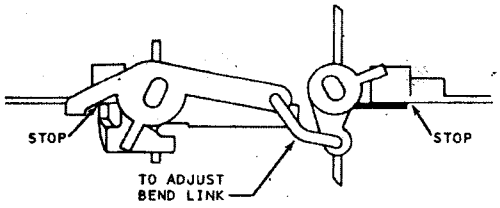


BOWL COVER GASKET IN PLACE, COVER INVERTED MEASURE FROM GASKET TO BOTTOM OF EACH FLOAT AT TOE END.

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

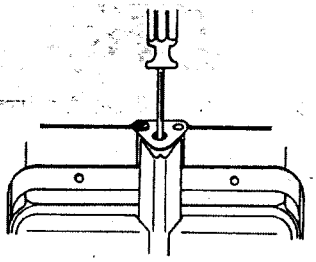


PUMP ROD ADJUSTMENT FIG. 2



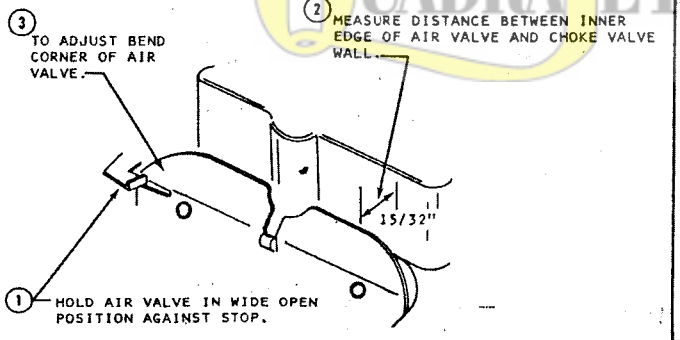
OPEN THROTTLE VALVES TO WIDE OPEN POSITION. BOTH PRIMARY & SECONDARY THROTTLE SHAFTS SHOULD CONTACT THE STOPS ON THE THROTTLE BODY HOUSING AT THE SAME TIME.

SECONDARY THROTTLE LINKAGE ADJUSTMENT FIG. 3

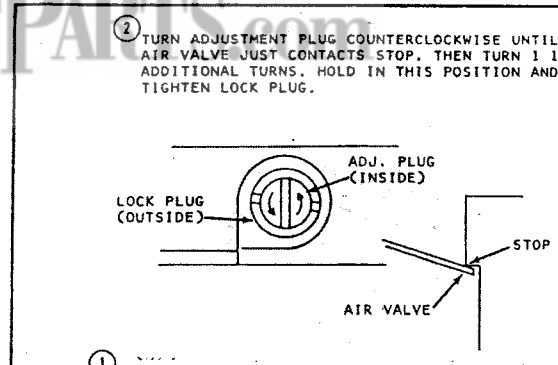


1. THROTTLE VALVES TIGHTLY CLOSED.
2. PRESS DOWN ON STEP UP PISTON. TURN ADJUSTMENT SCREW IN CENTER OF PISTON COUNTERCLOCKWISE, UNTIL PISTON IS IN THE FULL DOWN POSITION. TURN SCREW CLOCKWISE UNTIL PISTON STARTS TO MOVE UPWARD. TURN 1 1/2 ADDITIONAL TURNS.
3. TO OBTAIN BEST DRIVEABILITY, TURN SCREW CLOCKWISE (RICHER METERING) COUNTERCLOCKWISE (LEANER METERING).

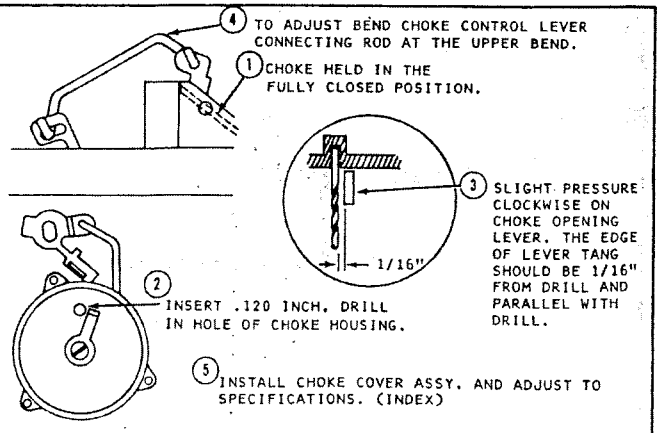
METERING ROD ADJUSTMENT FIG. 4



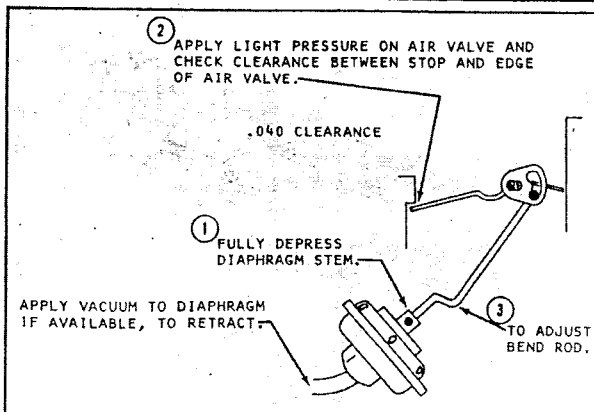
AIR VALVE OPENING ADJUSTMENT FIG. 5



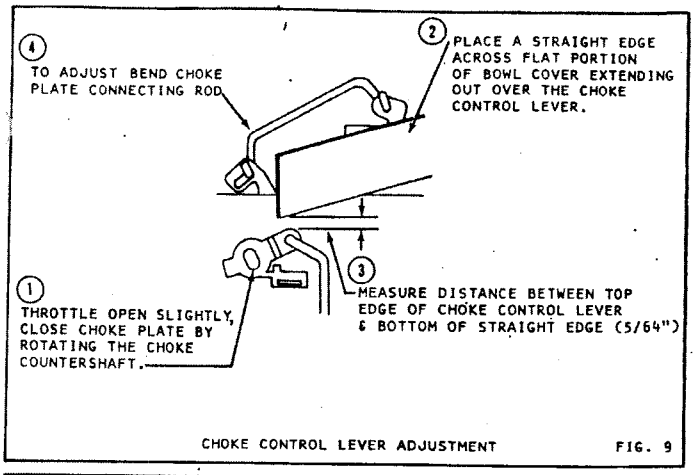
AIR VALVE SPRING ADJUSTMENT FIG. 6



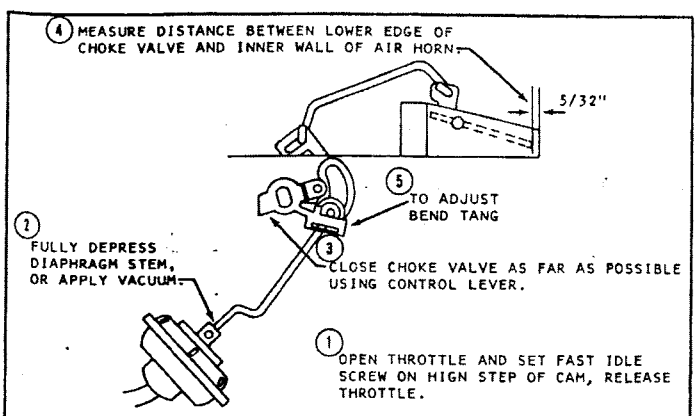
CHOKE CONTROL LEVER CONNECTING ROD ADJ. FIG. 7



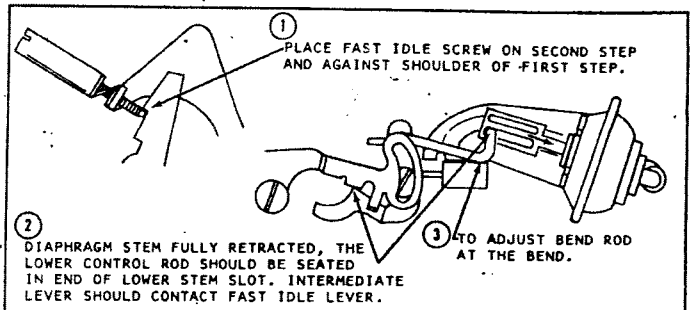
CHOKE DIAPHRAGM CONNECTOR ROD ADJUSTMENT FIG. 8



CHOKE CONTROL LEVER ADJUSTMENT FIG. 9

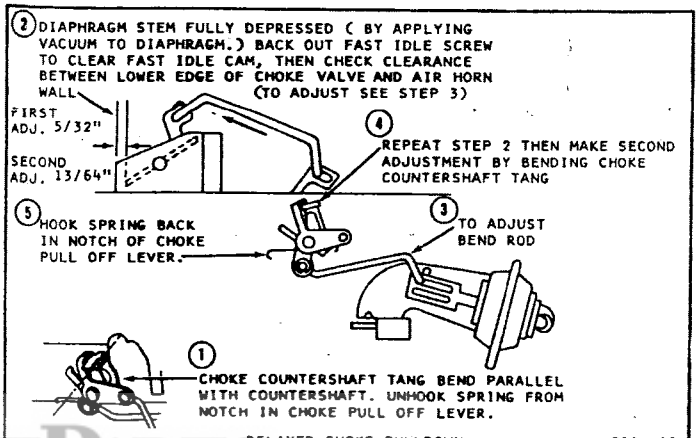


INITIAL CHOKE PULLDOWN ADJUSTMENT FIG. 10

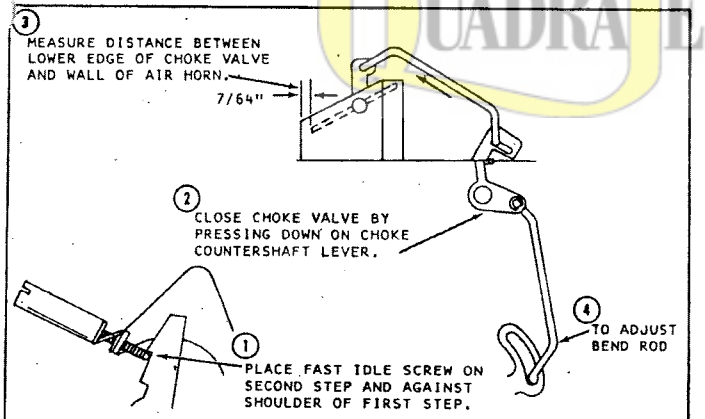


NOTE: TEST DELAYED VACUUM DIAPHRAGM FOR PROPER DELAY. CONNECT VACUUM SOURCE AND OBSERVE STEM, IT SHOULD BE FULLY RETRACTED AFTER 3-10 SECONDS. IF THE DIAPHRAGM TAKES LONGER TO RETRACT, OR IF IT RETRACTS IMMEDIATELY IT SHOULD BE REPLACED.

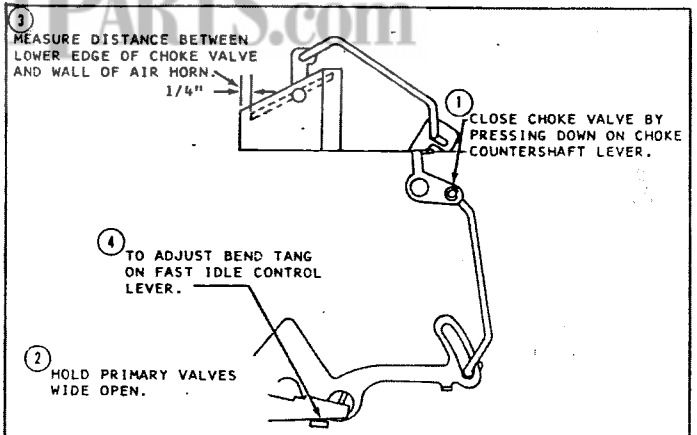
TOP STEP FAST IDLE PULL OFF FIG. 11



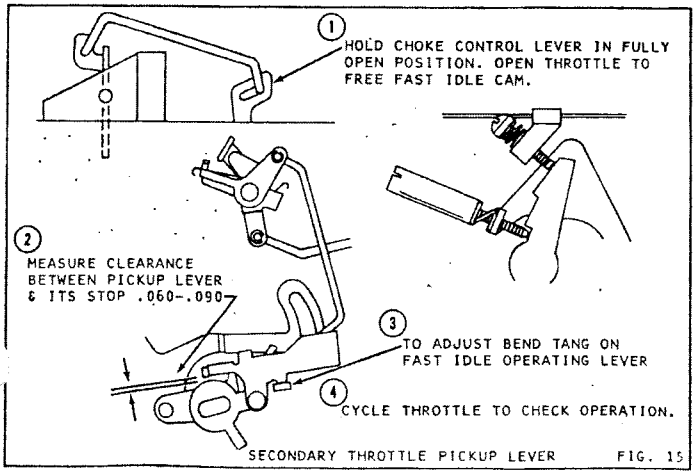
DELAYED CHOKE PULLDOWN FIG. 12



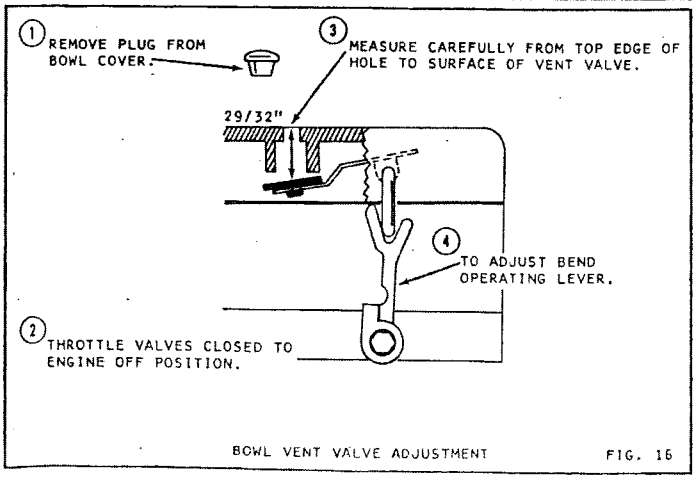
FAST IDLE CAM LINKAGE ADJUSTMENT FIG. 13



UNLOADER ADJUSTMENT FIG. 14

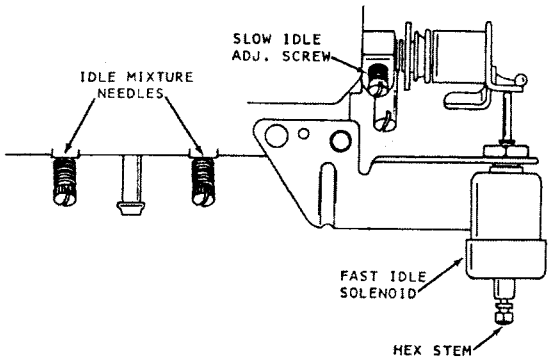


SECONDARY THROTTLE PICKUP LEVER FIG. 15



BOWL VENT VALVE ADJUSTMENT FIG. 16

USE FACTORY CAR MANUAL PROCEDURE FOR ADJUSTING CURB IDLE AND CO% CHECK IF AVAILABLE, AND SPECIFICATIONS SHOWN ON THE "VEHICLE EMISSION CONTROL INFORMATION" LABEL IN THE ENGINE COMPARTMENT.



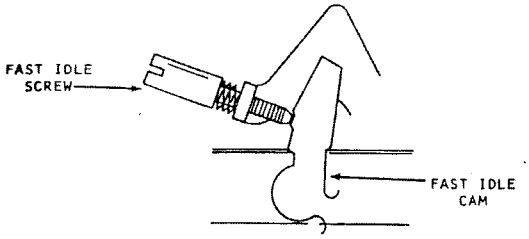
SUPPLEMENT

CURB IDLE AND SOLENOID "OFF" IDLE SPEED ADJUSTMENT.

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE
2. RUN ENGINE 20 MINUTES AT FAST IDLE (SECOND STEP). CHOKE FULLY OPEN. RETURN TO IDLE POSITION.
3. SET PARKING BRAKE & BLOCK WHEELS. PLACE A/T IN DRIVE M/T IN NEUTRAL. A/C OFF. AIR CLEANER IN PLACE WHEN MAKING FINAL ADJUSTMENTS.
4. ADJUST SOLENOID ADJUSTING HEX STEM TO SPECIFIED CURB IDLE (HIGHER) R.P.M. LISTED ON ENGINE EMISSION DECAL USING A TACHOMETER. (SOLENOID LEAD MUST BE CONNECTED)
5. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. KEEP BOTH NEEDLES THE SAME NUMBER OF TURNS FROM THE SEATED POSITION. READJUST IDLE R.P.M. IF NECESSARY.
6. A/T IN NEUTRAL. DISCONNECT THROTTLE SOLENOID POSITIONER ELECTRIC LEAD. ADJUST "OFF" IDLE SPEED ADJUSTING SCREW TO (LOW) R.P.M. LISTED ON ENGINE DECAL. (CONNECT SOLENOID LEAD.)

CURB IDLE ADJUSTMENT FIG. 17

1. CURB IDLE ADJUSTED, REMOVE AIR CLEANER. PLUG VACUUM LINE FROM MANIFOLD.
2. DISCONNECT VACUUM HOSE AT THE CARBURETOR SPARK PORT AND DISTRIBUTOR PRIMARY DIAPHRAGM. INSTALL A "JUMPER" HOSE DIRECTLY BETWEEN THE TWO.
3. DISCONNECT THE EGK VACUUM LINE AT THE VALVE AND PLUG LINE. START ENGINE.
4. PLACE FAST IDLE SCREW ON SECOND STEP AND AGAINST FIRST STEP OF FAST IDLE CAM. ADJUST SCREW TO PROPER R.P.M. RECONNECT HOSES & INSTALL AIR CLEANER.



FAST IDLE ADJUSTMENT FIG. 18