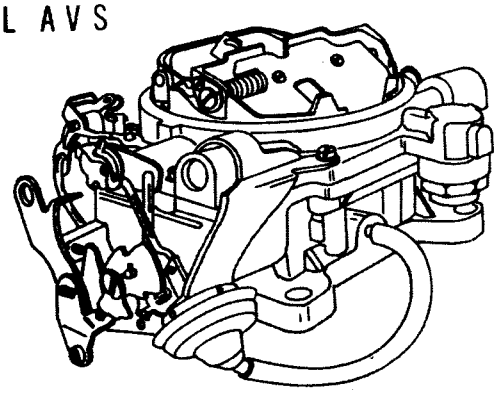
INSTRUCTION SHEET

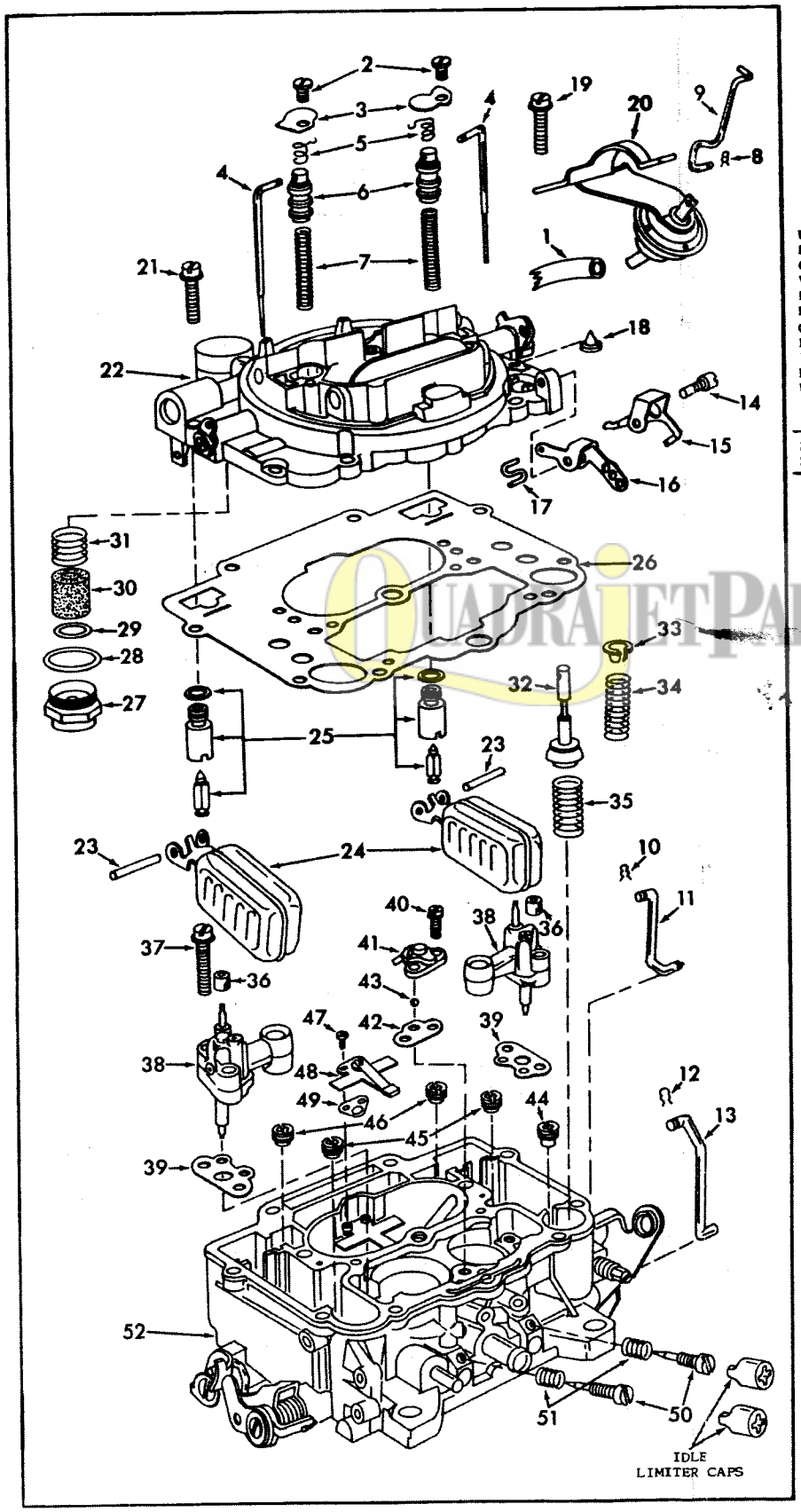
50-376-3

CARTER CARBURETOR—MODEL AVS



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: CAREFULLY REMOVE RUBBER IDLE VENT VALVE (18), BEING CAREFUL NOT TO BEND SPRING ARM. IF MAIN METERING JETS (44) PRIMARY AND (45) SECONDARY ARE REMOVED, NOTE PRIMARY JETS HAVE LARGE HOLES AND SECONDARY HAVE SMALL HOLES.

CAUTION: 1968 AND EARLY 69 HAVE SPECIAL IDLE ADJUSTMENT SCREWS PLUGGED AND FACTORY SEALED. DO NOT REMOVE. SINGLE IDLE ADJUSTING NEEDLE HAS LEFT HAND THREAD.

LATE 1969 AND UP HAVE IDLE LIMITER CAPS. DO NOT REMOVE CAPS UNLESS SERVICE CAPS ARE AVAILABLE.

NOMENCLATURE

REF. NO.	
1. HOSE - VACUUM BREAK	26. GASKET - BOWL COVER
2. SCREW - COVER PLATE (2)	27. FITTING - FUEL INLET
3. PLATE - COVER (2)	28. GASKET - FUEL INLET FITTING
4. ROD - STEP UP (2)	29. GASKET - FUEL FILTER
5. RETAINER - STEP UP ROD (2)	30. FILTER - FUEL
6. PISTON - STEP UP (2)	31. SPRING - FUEL FILTER
7. SPRING - STEP UP PISTON (2)	32. PUMP PLUNGER
8. RETAINER - VACUUM BREAK CONNECTOR ROD	33. RETAINER - PUMP SPRING
9. ROD - VACUUM BREAK CONNECTOR	34. SPRING - PUMP
10. RETAINER - FAST IDLE ROD	35. SPRING - PUMP RETURN
11. ROD - FAST IDLE	36. SLEEVE-VENTURI VENT (2)
12. RETAINER - PUMP ROD	37. SCREW - PRIMARY VENTURI (4)
13. ROD - PUMP	38. VENTURI - PRIMARY (2)
14. SCREW - PUMP ARM	39. GASKET-PRIMARY VENTURI (2)
15. ARM - IDLE VENT	40. SCREW - PUMP JET (2)
16. ARM - PUMP	41. JET - PUMP
17. LINK - PUMP	42. GASKET - PUMP JET
18. VALVE - IDLE VENT	43. BALL - PUMP DISCHARGE
19. SCREW - VACUUM BREAK BRACKET (2)	44. PUMP INTAKE CHECK
20. VACUUM BREAK & BRACKET ASSY.	45. JET - PRIMARY MAIN (2)
21. SCREW - BOWL COVER (6)	46. JET - SECONDARY MAIN (2)
22. BOWL COVER ASSY.	47. SCREW-IDLE COMPENSATOR (2)
23. PIN - FLOAT LEVER (2)	48. IDLE COMPENSATOR (SOME MODELS)
24. FLOAT & LEVER ASSY. (2)	49. GASKET - IDLE COMPENSATOR
25. NEEDLE, SEAT & GASKET ASSY.	50. NEEDLE - IDLE ADJUSTING (2)
	51. SPRING - IDLE ADJUSTING NEEDLE (2)
	52. THROTTLE BODY & FLOAT BOWL ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK VACUUM BREAK UNIT (20), RUBBER OR LEATHER PARTS IN SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

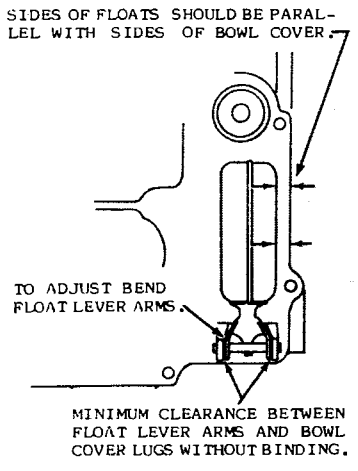
PUMP PLUNGER (32) INSTALLATION. REMOVE RETAINER (33) AND SPRING (34) FROM OLD PLUNGER AND INSTALL ON NEW PLUNGER. REMOVE PAPER SLEEVE FROM LEATHER CUP. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

PUMP LINK (17) IS INSTALLED WITH OFFSET TOWARD PUMP ARM.

IDLE ADJUSTING NEEDLES (49). TURN EACH NEEDLE INTO SEAT LIGHTLY AND THEN BACK OUT 1 1/2 TURNS.

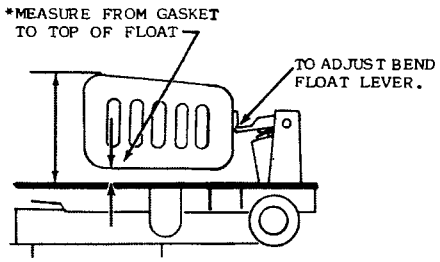
1968 AND EARLY 69 WITH SINGLE IDLE ADJUSTING NEEDLE, LEFT HAND THREAD. TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 TURN.

ADJUSTMENTS



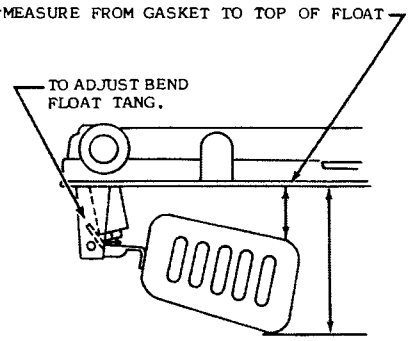
FLOAT ALIGNMENT

CAUTION
DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



BOWL COVER GASKET IN PLACE. MEASURE FROM GASKET TO BOTTOM OF FLOAT TOE END. (SEE DATA TABLE FOR MEASUREMENT).

FLOAT LEVEL

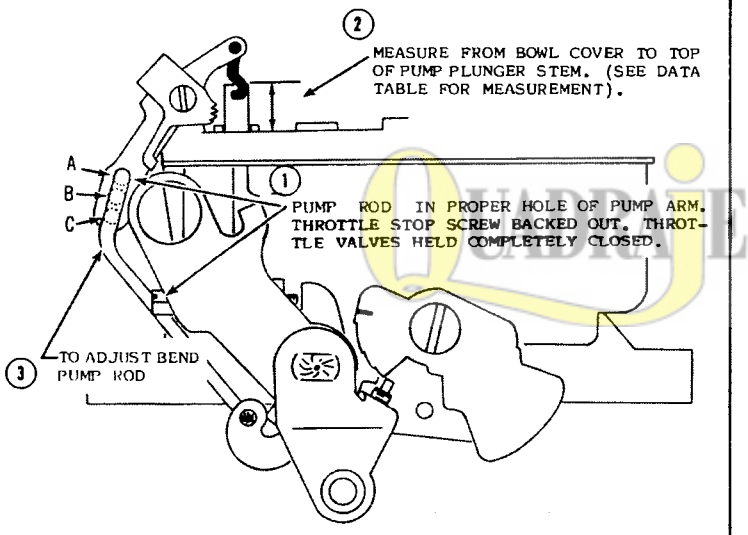


FLOAT HANGING FREELY. MEASURE FROM GASKET SURFACE TO BOTTOM OF FLOAT. (SEE DATA TABLE FOR MEASUREMENT).

FLOAT DROP

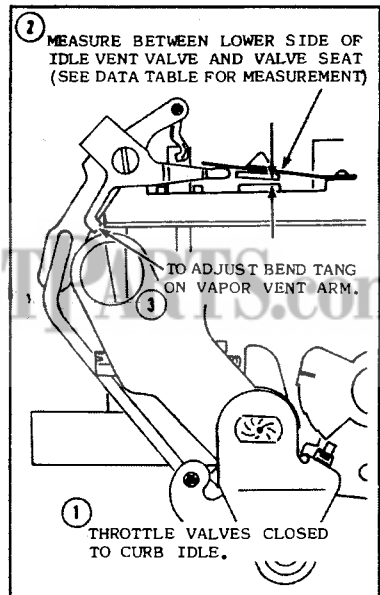
FLOAT ADJUSTMENTS

Fig. 1

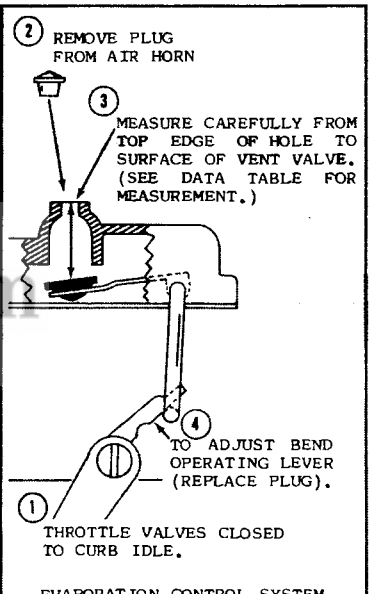


PUMP ROD ADJUSTMENT

Fig. 2

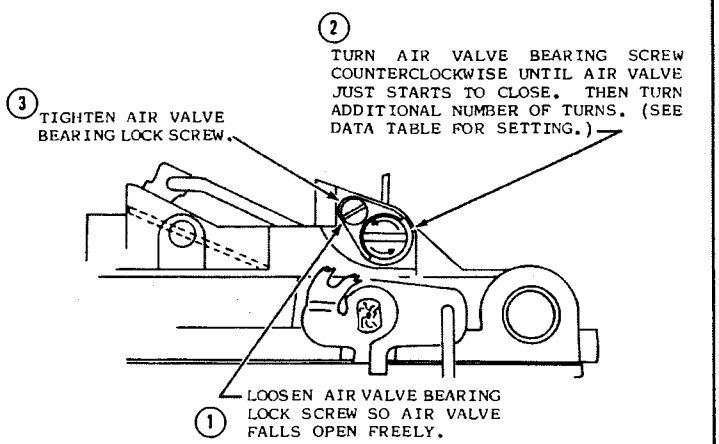


IDLE VENT VALVE ADJUSTMENT



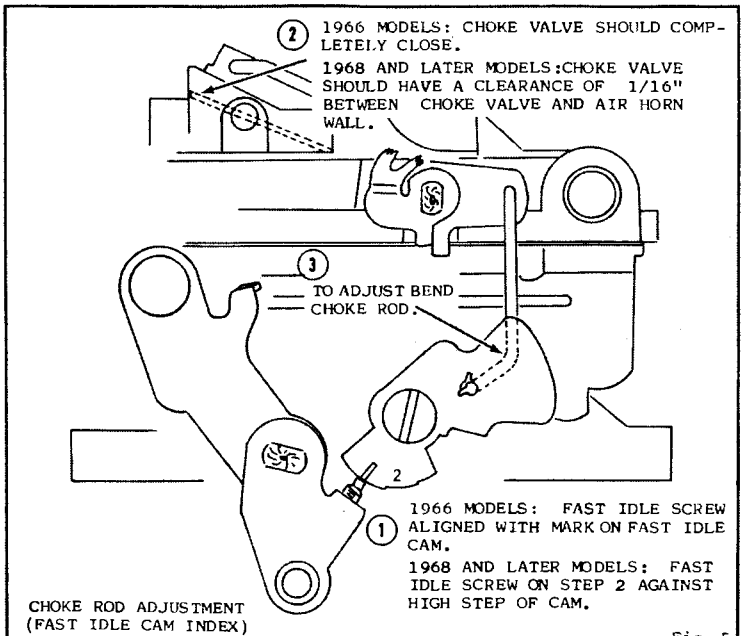
EVAPORATION CONTROL SYSTEM IDLE VENT VALVE ADJUSTMENT

Fig. 3



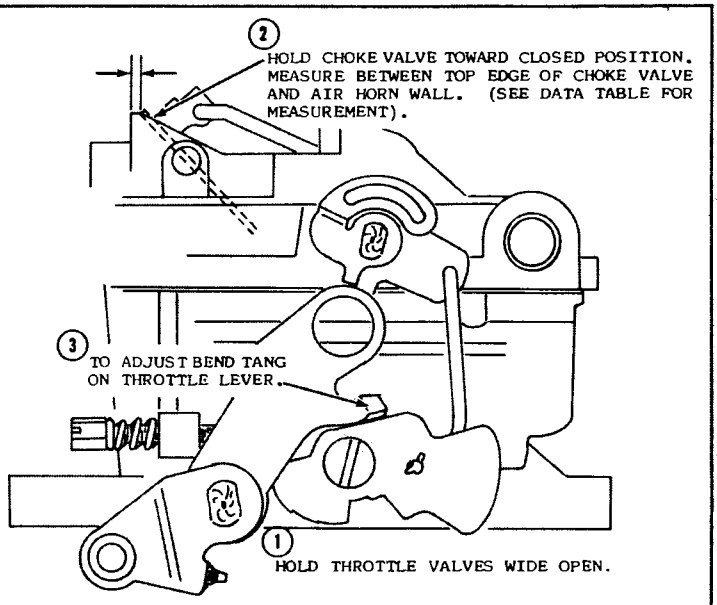
SECONDARY AIR VALVE ADJUSTMENT

Fig. 4



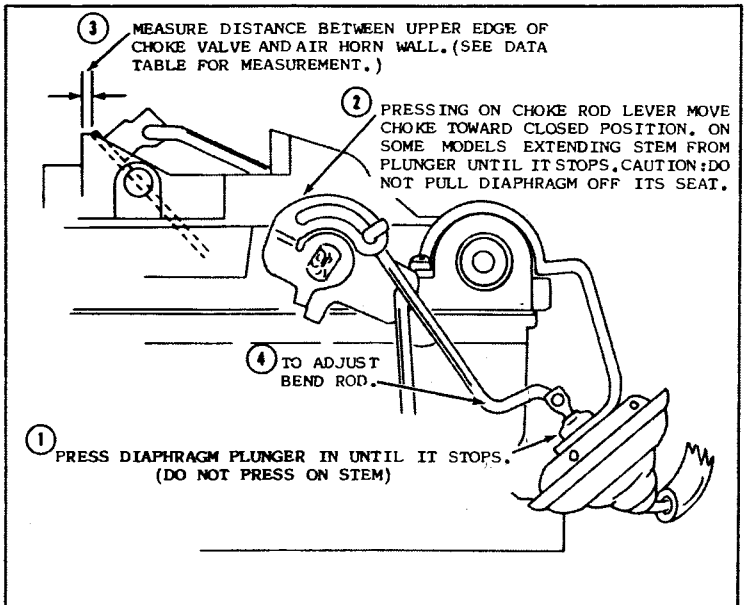
CHOKE ROD ADJUSTMENT (FAST IDLE CAM INDEX)

Fig. 5



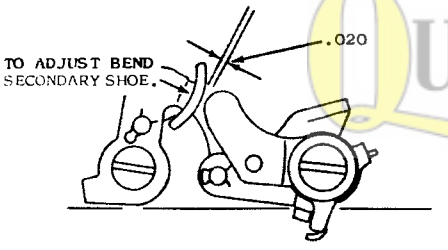
UNLOADER ADJUSTMENT

Fig. 6



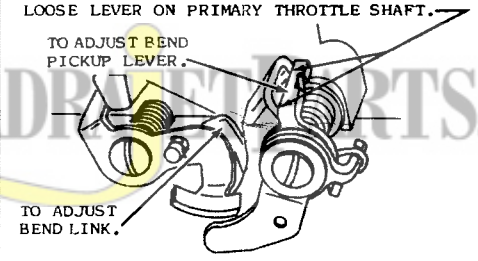
VACUUM BREAK LINKAGE ADJUSTMENT

Fig. 7



THROTTLE VALVE CLOSING SHOE CLEARANCE

Fig. 8

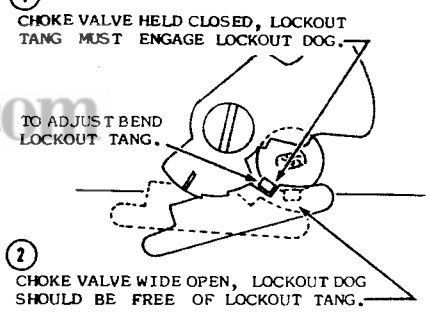


PRIMARY AND SECONDARY THROTTLE VALVES SHOULD REACH WIDE OPEN THROTTLE AT THE SAME TIME.

SECONDARY THROTTLE OPENING ADJUSTMENT

1966 CHEVROLET

Fig. 9



SECONDARY THROTTLE LOCKOUT ADJUSTMENT

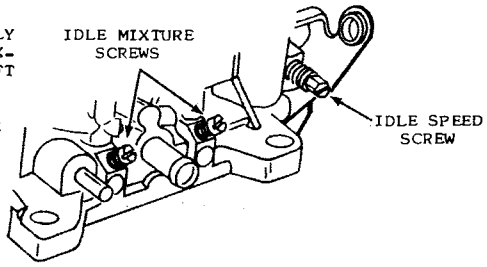
Fig. 10

ENGINE AT OPERATING TEMP., CHOKE FULLY OPEN, ADJUST IDLE MIXTURE SCREWS IN OR OUT FOR A SMOOTH IDLE AND ADJUST IDLE STOP SCREW FOR PROPER R.P.M. (SEE DATA TABLE FOR R.P.M.)

NOTE:
WHERE HOT IDLE COMPENSATOR IS USED, BE SURE IT IS HELD CLOSED WHEN ADJUSTING IDLE.

CAUTION: 1968 & EARLY 1969 SINGLE IDLE MIXTURE SCREW HAS LEFT HAND THREAD.

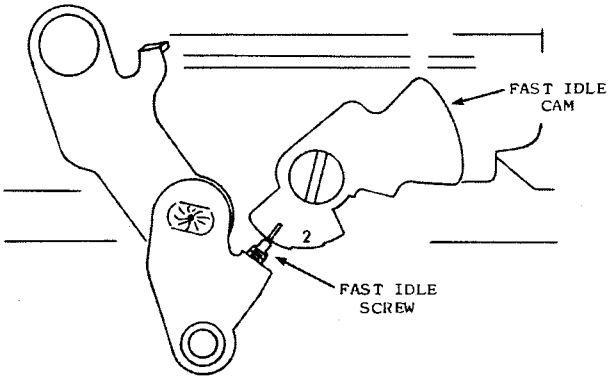
LATE 1969 & UP HAVE IDLE LIMITER CAPS.



SLOW IDLE ADJUSTMENT

Fig. 11

ADJUST SLOW IDLE. THEN PLACE FAST IDLE SCREW, 1966 MODELS ON INDEX MARK OF CAM, 1968&LATER MODELS ON SECOND STEP OF CAM, AND ADJUST TO PROPER R.P.M. (SEE DATA TABLE FOR R.P.M.)



FAST IDLE ADJUSTMENT

Fig. 12

ADJUSTMENT DATA TABLE

YEAR	MAKE	FLOAT LEVEL	FLOAT DROP	PUMP ROD HOLE	PUMP ROD DIMEN.	IDLE VENT	SECONDARY AIR VALVE	UNLOADER	VACUUM BREAK	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
1966	CHEVELLE, CHEVROLET & CHEVY II 327"ENG.	1 15/32"	2"	A	33/64"	1/32"	2 1/4 TURNS	11/64"	1/8"	450-500 A/T in Dr.	2200
1968	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT										
	383"ENG. A/T	5/16"*	13/16"*	B	7/16"	1/8"	2 TURNS	1/4"	3/32"	650 N.	1600
	S/T	5/16"*	13/16"*	B	7/16"	1/8"	2 TURNS	1/4"	3/16"	650 N.	1600
	340"ENG. A/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	650 N.	1400
	S/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	3/16"	700 N.	1700
	440"ENG. A/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/32"	650 N.	1400
	S/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	3/16"	650 N.	1600
1969	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH										
	340"ENG. A/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	700 N.	1700
	S/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	750 N.	1700
	383"ENG. A/T	5/16"*	13/16"*	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	650 N.	1700
	S/T	5/16"*	13/16"*	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	700 N.	1700
	440"ENG. A/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	650 N.	1700
	S/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/32"	700 N.	1700
1970	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT										
	CAS 340"ENG. A/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	900N	2000
	S/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	950N	2000
	ECS 340"ENG. A/T	7/32"*	23/32"*	B	7/16"	3/4"	2 TURNS	1/4"	5/64"	900N	2000
	S/T	7/32"*	23/32"*	B	7/16"	3/4"	2 TURNS	1/4"	7/64"	950N	2000
	CAS 383"ENG. A/T	5/16"*	13/16"*	B	7/16"	1/8"	2 TURNS	1/4"	3/32"	700N	1700
	ECS 383"ENG. A/T	5/16"*	13/16"*	B	7/16"	3/4"	2 TURNS	1/4"	3/32"	700N	1700
	CAS 440"ENG. ALL/T	7/32"*	23/32"*	B	7/16"	1/8"	2 TURNS	1/4"	5/32"	800A/T	1800A/T
	ECS 440"ENG. ALL/T	7/32"*	23/32"*	B	7/16"	3/4"	2 TURNS	1/4"	5/32"	900S/T	2000S/T
1971	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT										
	383" ENG. A/T	5/16"*	23/32"*	B	9/16"	3/4"	2½ TURNS	1/4"	5/64"	800 N.	1800
	440" STD.ENG. A/T	7/32"*	23/32"*	B	7/16"	3/4"	2½ TURNS	1/4"	5/32"	750 N.	1600
	440" HIGH PERF. ENG. ALL/T	7/32"*	23/32"*	B	7/16"	3/4"	2½ TURNS	1/4"	5/32"	900 N.	1800S/T 2000A/T

CAS=CLEANER AIR SYSTEM

ECS=EVAPORATION CONTROL SYSTEM