

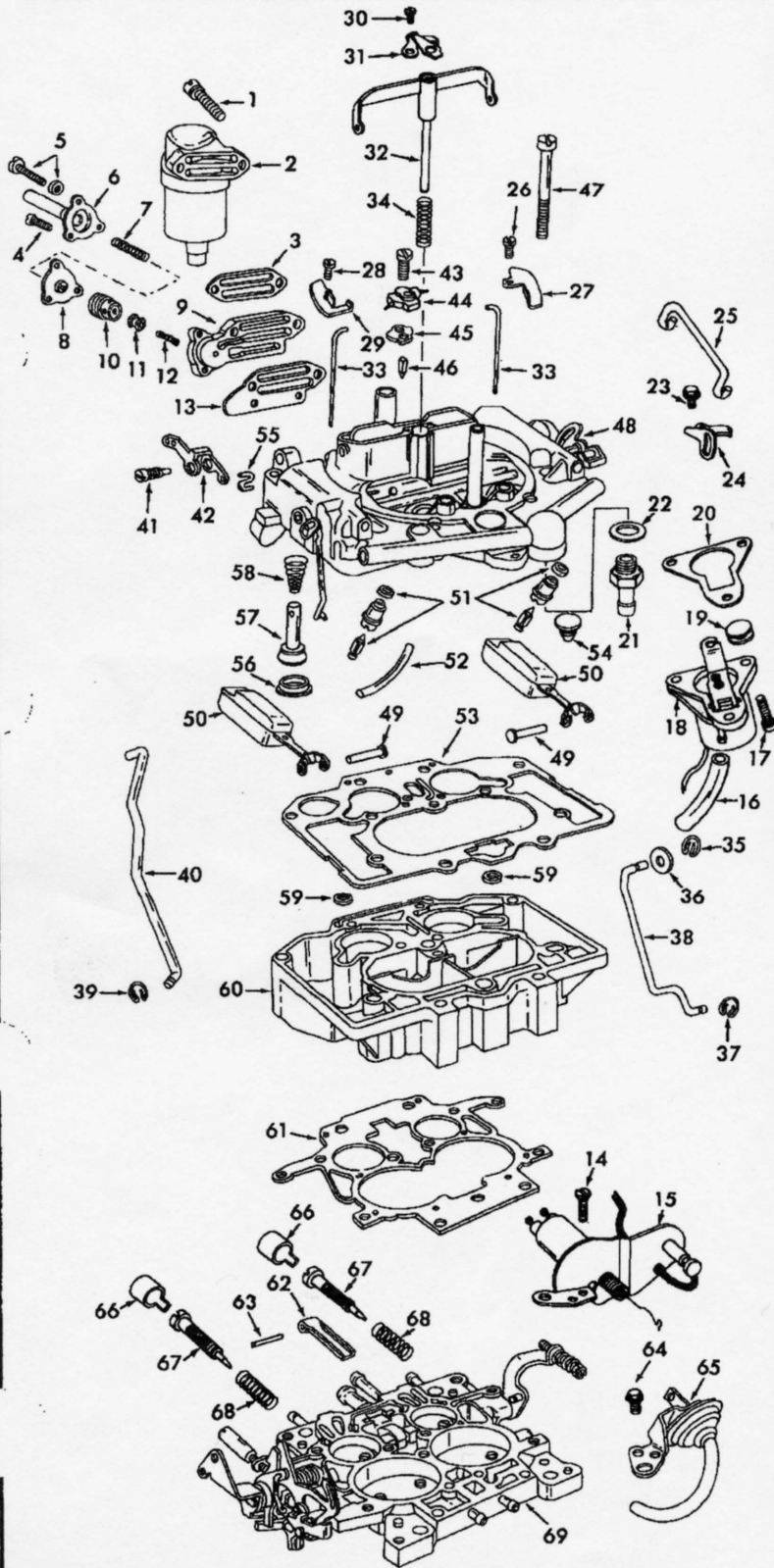
# INSTRUCTION SHEET

## OFF VEHICLE CARBURETOR SERVICE

### CARTER MODEL-THERMO QUAD (TQ)

50-558-6

**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 (47) 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. MECHANICALLY OPERATED BOWL VENT VALVE (54) (WHEN USED) CAN EASILY BE REMOVED AND INSTALLED WITHOUT REMOVING LEVER & ROD. TO REMOVE PUMP PLUNGER (57) USE A SMALL ROD PLACED ON END OF PLUNGER SHAFT AND TAP LIGHTLY DRIVING OUT INTAKE CHECK (56). LIMITER CAPS CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

#### SPECIAL CAUTION

STEP UP PISTON ASSEMBLY (32) - THE LENGTH OF THE STEP UP PISTON LIFT ROD IS FACTORY ADJUSTED. TAMPERING WITH THE SETTING WILL UPSET PERFORMANCE AND EMISSION CONTROL, WHICH IS A VIOLATION OF THE CLEAN AIR ACT OF 1970. TAMPERING WITH THE METERING ROD ADJUSTMENT WILL BE AT THE RISK OF THE INDIVIDUAL SERVICING THE CARBURETOR.

#### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2) - ALTITUDE COMPENSATOR	34. SPRING - STEP UP PISTON
2. ALTITUDE COMPENSATOR ASSY. (SOME MODELS)	35. RETAINER - CHOKE PULL OFF ROD
3. GASKET - ALTITUDE COMPENSATOR	36. WASHER - CHOKE PULL OFF ROD
4. SCREW (2) - DIAPHRAGM COVER	37. RETAINER - CHOKE PULL OFF ROD
5. SCREW & SEAL WASHER (1) - COVER	38. ROD - CHOKE PULL OFF
6. COVER - DIAPHRAGM	39. RETAINER - PUMP ROD
7. SPRING - DIAPHRAGM	40. ROD - PUMP ARM CONNECTOR
8. DIAPHRAGM ASSY. - ENRICHMENT VALVE	41. SCREW - PUMP ARM
9. HOUSING - IDLE ENRICHMENT VALVE	42. ARM - PUMP
10. VALVE SEAT - ENRICHMENT	43. SCREW - PUMP JET HOUSING
11. VALVE - ENRICHMENT SEAT	44. HOUSING - PUMP JET
12. SPRING - ENRICHMENT VALVE	45. GASKET - HOUSING
13. GASKET - ENRICHMENT VALVE HOUSING	46. NEEDLE - PUMP DISC CHECK
14. SCREW - TRANSDUCER BRACKET	47. SCREW (10) - BOWL COVER
15. TRANSDUCER, IDLE STOP SWITCH & BRACKET ASSY.	48. BOWL COVER ASSY.
16. HOSE - BOWL VENT SOLENOID	49. PIN (2) - FLOAT LEVER
17. SCREW & LOCKWASHER (3) - BOWL VENT SOLENOID	50. FLOAT ASSY. (2)
18. BOWL VENT SOLENOID ASSY.	51. NEEDLE SEAT & GASKET ASSY. (2)
19. VALVE - BOWL VENT	52. TUBE - PUMP PASSAGE
20. GASKET - BOWL VENT SOLENOID ASSY.	53. GASKET - BOWL COVER
21. FITTING - FUEL INLET	54. VALVE - BOWL VENT - (MECHANICAL MODEL)
22. GASKET - INLET FITTING	55. S LINK - PUMP
23. SCREW - ROD RETAINER	56. CHECK VALVE ASSY. - PUMP INTAKE
24. RETAINER - CHOKE CONNECTOR ROD	57. PUMP ASSY.
25. ROD - CHOKE CONNECTOR	58. SPRING - PUMP
26. SCREW - METERING ROD COVER PLATE	59. O RING (2) - MAIN WELL SEAL
27. PLATE - COVER	60. BOWL ASSY. - FUEL
28. SCREW - METERING ROD COVER PLATE	61. GASKET - THROTTLE BODY
29. PLATE - COVER	62. LEVER - STEP UP PISTON
30. SCREW - PLATE	63. PIN - LEVER
31. PLATE - STEP UP PISTON COVER	64. SCREW - CHOKE PULL OFF BRACKET
32. STEP UP PISTON & ROD ASSY.	65. CHOKE PULL OFF ASSY.
33. ROD (2) - STEP UP	66. CAP (2) - IDLE LIMITER
	67. NEEDLE (2) - IDLE ADJUSTING
	68. SPRING (2) - IDLE ADJUSTING NEEDLE
	69. 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 IMMERSER MAIN PLASTIC BODY (60) IN CLEANING SOLVENTS FOR A PROLONGED PERIOD OF TIME. DO NOT SOAK DIAPHRAGM ASSEMBLIES, SOLENOIDS, OR RUBBER PARTS IN CLEANING SOLVENTS.

#### REASSEMBLY

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

#### SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (67) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

CHOKE PULL OFF ASSEMBLY (65) - LEAK TEST BEFORE INSTALLING ON THE THROTTLE BODY.

O-RINGS (59) - BE SURE THEY ARE CENTERED OVER HOLES IN MAIN WELL CAVITIES PLASTIC BOWL BEFORE INSTALLING BOWL COVER.

PUMP PLUNGER (57) INSTALLATION - INSTALL PUMP SPRING (58) LARGE END IN FIRST THEN INSTALL PUMP. HOLD IN PLACE BY INSTALLING "S" LINK (55) WITH LOWER OPEN END TOWARDS CHOKE. THEN INSTALL NEW INTAKE CHECK ASSEMBLY (56) AND TAP LIGHTLY INTO PLACE.

PUMP PASSAGE TUBE (52) - WHEN INSTALLING, AVOID KINKING OF TUBE.

FLOAT PINS (49) - INSTALL WITH HEAD OF PINS TOWARDS CENTER OF CARBURETOR.

BOWL COVER SCREWS (47) - INSTALL, THEN TIGHTEN TO 35 INCH LBS. IN TWO OPERATIONS.

BOWL VENT VALVE (18) - MODELS WITH SPECIAL VENT VALVE, INSTALL 3 NOTCH SIDE OF VALVE TO THE TOP.

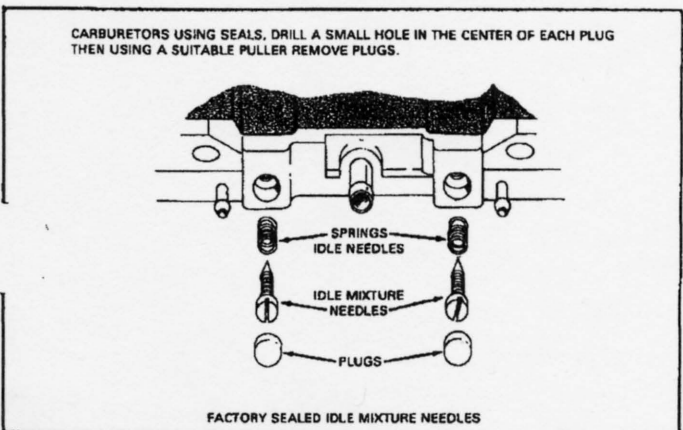
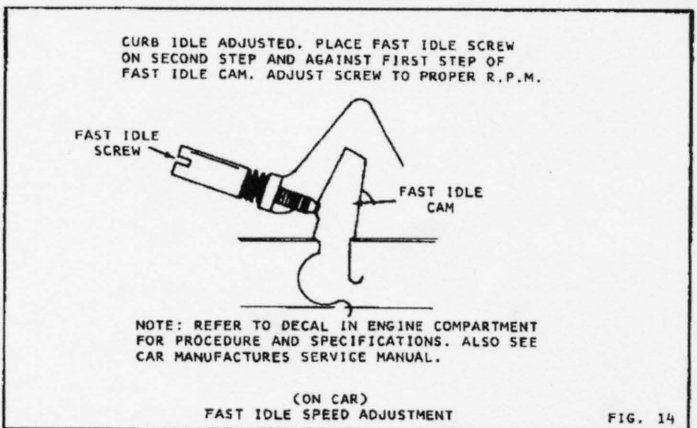
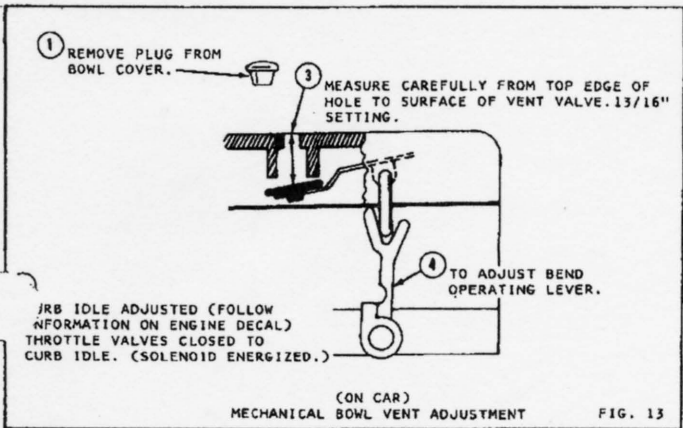
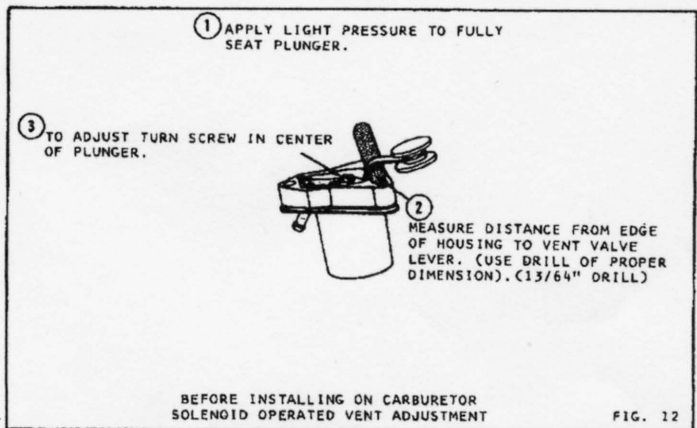
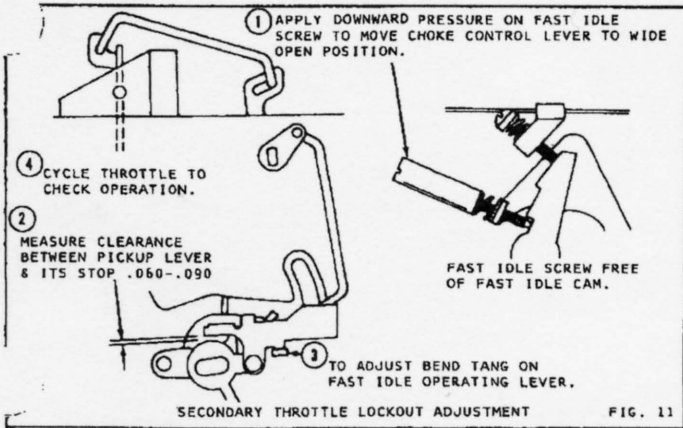
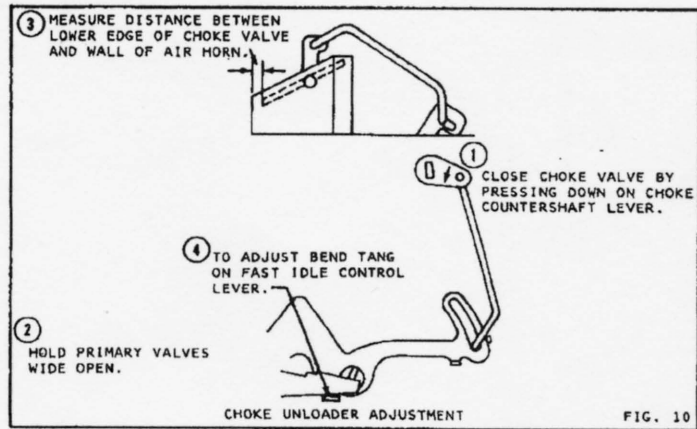
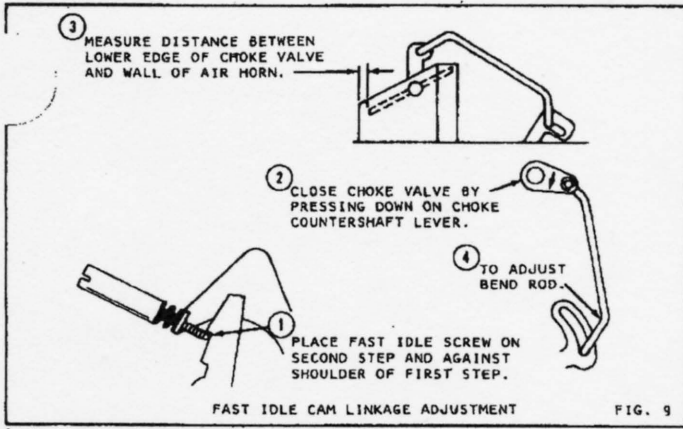
# ADJUSTMENT DATA TABLE

YEAR	MAKE	DRY FLOAT LEVEL	PUMP ROD HOLE	PUMP ADJUSTMENT		SECONDARY AIR VALVE OPENING	SECONDARY AIR VALVE SPRING TURNS	CHOKE VACUUM KICK		FAST IDLE CAM. ADJ.	UNLOADER ADJ.	FAST IDLE R.P.M.*				
				STAGE 1	STAGE 2			STEP 1	STEP 2							
1978	PASS CAR CHRYSLER CORP	318" Eng. Calif./Can. A/T	29/32"	3	31/64"	23/64"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1600			
		360" Eng. Fed./Can. A/T	29/32"	1	31/64"	5/16"	1/2"	1 1/2	19/32"	5/32"	3/32"	5/16"	1600			
		360" Eng. Calif./A/T	29/32"	1	31/64"	23/64"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1600			
		400" Eng. Fed. A/T	29/32"	2	33/64"	5/16"	1/2"	1 1/2	19/32"	5/32"	3/32"	5/16"	1500			
		400" Eng. Can. A/T	27/32"	2	33/64"	5/16"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1400			
		400" Eng. Carb. No. 9182, 9188	29/32"	2	1/2"	5/16"	1/2"	1 1/4	19/32"	3/32"	3/32"	5/16"	E/D			
		440" Eng. Carb. No. 9109, 9110, 9111 A/T	27/32"	2	33/64"	5/16"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1400			
		Carb. No. 9112 A/T	29/32"	2	33/64"	5/16"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1200			
		Carb. No. 9153 A/T	29/32"	2	31/64"	23/64"	1/2"	1 1/2	19/32"	5/32"	3/32"	5/16"	E/D			
		1979	PASS CAR CHRYSLER CORP.	318" Eng. 49S/A/T	29/32"	3	1/2"	23/64"	1/2"	3	19/32"	3/32"	3/32"	5/16"	E/D	
Calif. A/T	29/32"			2	1/2"	23/64"	3/8"	3	19/32"	3/32"	3/32"	5/16"	1600			
360" Eng. 49S A/T	29/32"			2	33/64"	5/16"	1/2"	2	19/32"	3/32"	3/32"	5/16"	1600			
Calif. A/T	29/32"			3	1/2"	23/64"	1/2"	2 1/2	19/32"	3/32"	3/32"	5/16"	1600			
1980	PASS CAR CHRYSLER CORP.	318" Eng. Carb No. 9234	29/32"	2	33/64"	25/64"	1/2"	2	19/32"	7/64"	3/32"	5/16"	E/D			
		9243	29/32"	2	33/64"	25/64"	1/2"	1 5/8	31/64"	3/32"	3/32"	5/16"	E/D			
		9306	29/32"	2	31/64"	23/64"	3/8"	1 1/2	19/32"	3/32"	3/32"	5/16"	E/D			
		9320	29/32"	2	33/64"	25/64"	3/8"	2	19/32"	7/64"	3/32"	5/16"	E/D			
1981	PASS CAR CHRYSLER CORP.	318" Eng. Carb No. 9244, 9305	29/32"	2	33/64"	25/64"	1/2"	1 1/2	15/32"	3/32"	3/32"	5/16"	E/D			
		Carb No. 9236	29/32"	1	31/64"	23/64"	1/2"	2	19/32"	3/32"	3/32"	5/16"	E/D			
1981-82	PASS CAR CHRYSLER CORP.	318" Eng. Carb No. 9283	29/32"	2	33/64"	25/64"	1/2"	1 3/4	---	.130"	.100"	5/16"	E/A			
		9284	29/32"	1	33/64"	25/64"	1/2"	1 7/8	---	.100"	.100"	5/16"	E/D			
		9293	29/32"	2	33/64"	25/64"	1/2"	1 3/4	---	.130"	.100"	5/16"	E/D			
		(1984 CANADA) 9364	29/32"	1	33/64"	25/64"	1/2"	1 7/8	---	.100"	.100"	5/16"	E/D			
		9373	29/32"	2	33/64"	25/64"	1/2"	1 3/4	---	.130"	.100"	5/16"	E/D			
1982-84	PASS. CAR CHRYSLER CORP.	Carb. No. 9374, 9386, 9388, 9389	29/32"	2	33/64"	25/64"	13/32"	1 3/4	---	.130"	.100"	5/16"	E/D			
		1978 TRUCKS: CHRYSLER CORP.	318" Eng. Calif. M/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	5/32"	3/32"	1/2"	1600		
			318" Eng. Calif./Can. A/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	3/32"	3/32"	1/2"	1600		
			360" Eng. Calif. M/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	5/32"	3/32"	1/2"	1700		
			360" Eng. Calif. A/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	3/32"	3/32"	1/2"	1600		
			440" Eng. Fed. A/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	5/32"	3/32"	1/2"	1400		
			Calif. L/D A/T	29/32"	2	31/64"	23/64"	1/2"	2	19/32"	3/32"	3/32"	1/2"	1400		
			Calif. M/D, H/D A/T	29/32"	2	33/64"	5/16"	1/2"	2	19/32"	3/32"	3/32"	1/2"	1400		
			1979 TRUCK: CHRYSLER CORP.	-80 318" Eng. L/D Can. A/T	L/D Calif. A/T	29/32"	2	1/2"	5/16"	3/8"	3	19/32"	3/32"	3/32"	1/2"	E/D
					M/D Calif. A/T	29/32"	2	33/64"	5/16"	3/8"	3	19/32"	3/32"	3/32"	1/2"	E/D
M/D Calif. M/T	29/32"				2	33/64"	23/64"	3/8"	3	19/32"	3/32"	3/32"	1/2"	E/A		
360" Eng. Calif.	29/32"	2			5/16"	3/16"	1/2"	3	---	.100"	.100"	1/2"	E/A			
Carb. No. 9224, 9225 A/T	29/32"	2			31/64"	23/64"	7/16"	2	---	.150"	.100"	5/16"	E/D			
Carb. No. 9208, 9210 A/T	29/32"	2			11/32"	3/16"	7/16"	2 1/4	---	.120"	.120"	5/16"	E/D			
Carb. No. 9251, 9252 A/T	29/32"	2			33/64"	23/64"	7/16"	2	15/32"	1/8"	1/8"	5/16"	E/D			
Carb. No. 9275, 9276 A/T	29/32"	2			11/32"	3/16"	3/8"	2	---	.180"	.130"	5/16"	E/D			
Carb. No. 9281 A/T	29/32"	2			31/64"	23/64"	7/16"	2	---	.150"	.100"	5/16"	1600			
360" Eng. 49S/Can	27/32"	2			31/64"	23/64"	1/2"	2 5/8	---	.100"	.100"	5/16"	1750			
Carb. No. 9207, 9209 A/T	29/32"	2			11/32"	3/16"	1/2"	2 5/8	---	.120"	.100"	5/16"	E/D			
Carb. No. 9226 A/T	29/32"	2			11/32"	3/16"	7/16"	2 1/2	---	.150"	.100"	5/16"	E/D			
Carb. No. 9255 A/T	29/32"	2			33/64"	23/64"	7/16"	2	15/32"	1/8"	1/8"	5/16"	E/D			
Carb. No. 9265 A/T	29/32"	2			31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
Carb. No. 9277, 9278 A/T	29/32"	2			31/64"	23/64"	1/2"	1 1/4	19/32"	7/64"	3/32"	1/2"	E/D			
440" Eng. Calif.	29/32"	2			31/64"	23/64"	7/16"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
Carb. No. 9212 A/T	29/32"	2			31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
Carb. No. 9214 A/T	29/32"	2			31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
Carb. No. 9248 A/T	29/32"	2			31/64"	23/64"	7/16"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
440 Eng. 49S/Can.	29/32"	2			31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D			
Carb. No. 9211 A/T	29/32"	2	31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D					
Carb. No. 9221 A/T	29/32"	2	31/64"	23/64"	1/2"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D					
Carb. No. 9247 A/T	29/32"	2	31/64"	23/64"	7/16"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D					
446" Eng.	29/32"	2	33/64"	5/16"	1/2"	1 1/2	19/64"	11/64"	7/64"	1/2"	E/D					
Carb. No. 9240	29/32"	2	33/64"	5/16"	1/2"	1 1/2	25/64"	11/64"	7/64"	1/2"	E/A					
Carb. No. 9241, 9289	29/32"	2	33/64"	5/16"	1/2"	1 1/2	1/2"	21/64"	7/64"	1/2"	E/A					
Carb. No. 9291	29/32"	2	33/64"	5/16"	1/2"	1 1/2	---	---	---	---	---	---				
1980 TRUCK: CHRYSLER CORP.	318" Eng. Carb. No. 9268	9296	29/32"	2	33/64"	23/64"	3/8"	2	31/64"	1/8"	1/8"	5/16"	E/D			
		360" Eng. Carb. No. 9292	29/32"	2	33/64"	23/64"	7/16"	1 1/2	31/64"	7/64"	3/32"	5/16"	E/D			
		Carb. No. 9298, 9299	29/32"	2	33/64"	5/16"	7/16"	1 1/2	19/32"	1/8"	1/8"	5/16"	E/D			
		1981 TRUCK: CHRYSLER CORP	318" ENG. CARB. NO.	9311	29/32"	2	11/32"	3/16"	27/64"	2 1/2	---	.150"	.100"	5/16"	E/D	
9325	29/32"			2	11/32"	3/16"	27/64"	2 1/2	31/64"	.120"	.100"	5/16"	E/D			
9329	29/32"			2	11/32"	3/16"	27/64"	2 1/2	---	.130"	.100"	5/16"	E/D			
9330	29/32"			2	11/32"	9/64"	27/64"	2 1/2	---	.130"	.100"	5/16"	E/D			
9357	29/32"			2	11/32"	3/16"	1/2"	2 1/2	31/64"	.130"	.130"	5/16"	E/D			
9365, 9367, 9368, 9371	29/32"			2	11/32"	3/16"	3/8"	2	31/64"	.130"	.130"	5/16"	E/D			
360" ENG. CARB. NO.	9314			29/32"	2	11/32"	3/16"	7/16"	2 1/2	---	.120"	.100"	5/16"	E/D		
9331	29/32"			2	11/32"	9/64"	7/16"	2 1/2	---	.180"	.100"	5/16"	E/D			
9332	29/32"			2	11/32"	3/16"	7/16"	2 1/2	---	.130"	.100"	5/16"	E/D			
9358	29/32"			2	11/32"	9/64"	3/8"	2	---	.150"	.130"	5/16"	E/D			
9359	29/32"			2	11/32"	3/16"	7/16"	2	---	.130"	.130"	5/16"	E/D			
9366, 9369, 9370	29/32"			2	11/32"	3/16"	3/8"	2	---	.130"	.130"	5/16"	E/D			
1982 TRUCK: CHRYSLER CORP.	318" Eng. Carb. No. 9341			9342	29/32"	1	11/32"	3/16"	27/64"	2 1/2	---	.130"	.100"	5/16"	F	
				9375	29/32"	1	11/32"	3/16"	3/8"	2 1/2	---	.130"	.130"	5/16"	---	
				9376	29/32"	1	11/32"	3/16"	3/8"	2	---	.180"	.100"	5/16"	1700	
				9379	29/32"	1	11/32"	---	7/16"	2	---	.130"	.130"	5/16"	1500	

\*Check engine compartment decal for idle settings  
L/D = Light Duty  
M/D = Medium Duty  
H/D = Heavy Duty  
E/D = Engine Decal

NOTE: Aftermarket replacement metal floats use plastic float settings as listed.

# ADJUSTMENTS



1981 TAMPER PROOF

IDLE ADJUSTING NEEDLES HAVE A ROLL PIN IN BETWEEN PLUG & NEEDLE. REMOVE PLUG, THEN USING A SHARP PUNCH DRIVE ROLL PIN OUT OF HOLE.

TO REMOVE CHOKE PULLOFF LINKAGE COVER DRILL OUT POP RIVETS.

NEW CHOKE CONNECTOR LINK IS HARDENED AND CANNOT BE BENT. ADJUSTMENT IS MADE BY PROPER POSITIONING OF THE OUTER CHOKE LEVER. TO ADJUST REMOVE COUNTER SHAFT LEVER SCREW (HAS LEFT HANDED THREAD). WITH A SMALL SCREW DRIVER PLACED BETWEEN THE OUTER AND INNER CHOKE SHAFT LEVER, LOOSEN OUTER CHOKE SHAFT LEVER FROM THE TAPER OF THE COUNTER SHAFT ENOUGH TO ROTATE OUTER CHOKE LEVER TO THE PROPER SPECIFICATION. HOLDING THE OPPOSITE END OF THE CHOKE COUNTER SHAFT, SEAT THE OUTER LEVER ONTO THE TAPER OF SHAFT BY TAPPING LIGHTLY WITH A VERY SMALL HAMMER, THEN INSTALL SCREW AND TORQUE TO 8-15 INCH LBS. DO NOT USE SCREW TO FORCE OUTER LEVER ONTO TAPER OF SHAFT.



# ADJUSTMENTS

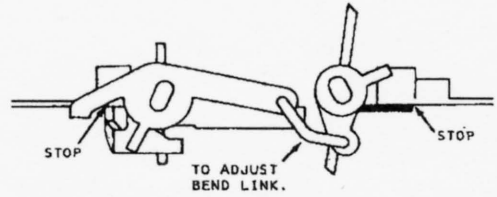
CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



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

DRY FLOAT LEVEL ADJUSTMENT

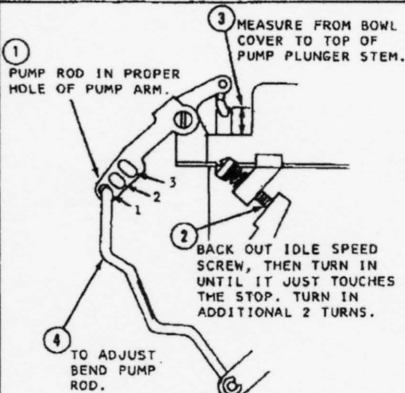
FIG. 1



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

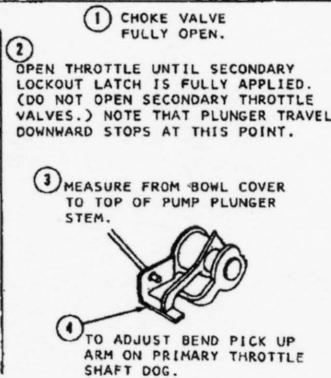
FIG. 2



- 1 PUMP ROD IN PROPER HOLE OF PUMP ARM.
- 2 BACK OUT IDLE SPEED SCREW, THEN TURN IN UNTIL IT JUST TOUCHES THE STOP. TURN IN ADDITIONAL 2 TURNS.
- 3 MEASURE FROM BOWL COVER TO TOP OF PUMP PLUNGER STEM.
- 4 TO ADJUST BEND PUMP ROD.

STEP 1.

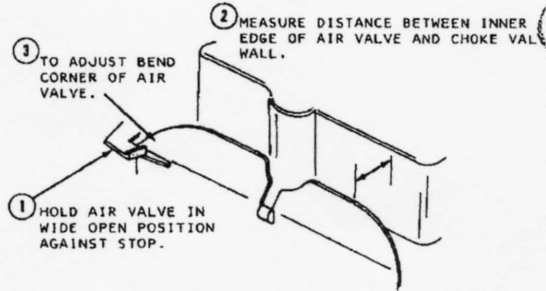
PUMP ROD ADJUSTMENT



- 1 CHOKE VALVE FULLY OPEN.
- 2 OPEN THROTTLE UNTIL SECONDARY LOCKOUT LATCH IS FULLY APPLIED. (DO NOT OPEN SECONDARY THROTTLE VALVES.) NOTE THAT PLUNGER TRAVEL DOWNWARD STOPS AT THIS POINT.
- 3 MEASURE FROM BOWL COVER TO TOP OF PUMP PLUNGER STEM.
- 4 TO ADJUST BEND PICK UP ARM ON PRIMARY THROTTLE SHAFT DOG.

STEP 2

FIG. 3

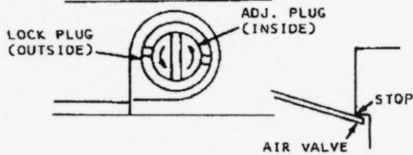


- 1 HOLD AIR VALVE IN WIDE OPEN POSITION AGAINST STOP.
- 2 MEASURE DISTANCE BETWEEN INNER EDGE OF AIR VALVE AND CHOKE VALVE WALL.
- 3 TO ADJUST BEND CORNER OF AIR VALVE.

SECONDARY AIR VALVE OPENING ADJUSTMENT

FIG. 4

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

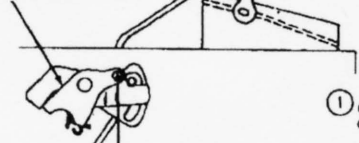


- 1 LOOSEN LOCK PLUG SO AIR VALVE FALLS OPEN FREELY.

SECONDARY AIR VALVE SPRING ADJUSTMENT

FIG. 5

- 2 THROTTLE PARTLY OPEN. CLOSE CHOKE BY PUSHING ON CHOKE LEVER.
- 4 TO ADJUST BEND LINK.



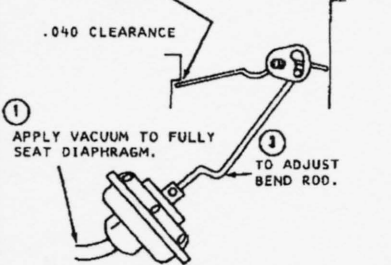
SETTING 3 3/8"

- 1 CARBURETOR PLACED ON FLAT SURFACE.
- 3 MEASURE DISTANCE FROM TOP OF ROD HOLE IN CONTROL LEVER TO THE FLAT SURFACE.

CONTROL CHOKE LEVER ADJUSTMENT

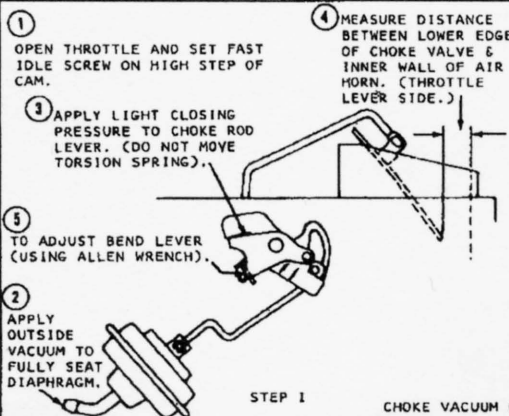
FIG. 6

- 2 APPLY LIGHT PRESSURE ON AIR VALVE AND CHECK CLEARANCE BETWEEN STOP AND EDGE OF AIR VALVE.



CHOKE DIAPHRAGM CONNECTOR ROD ADJUST (SECONDARY AIR VALVE)

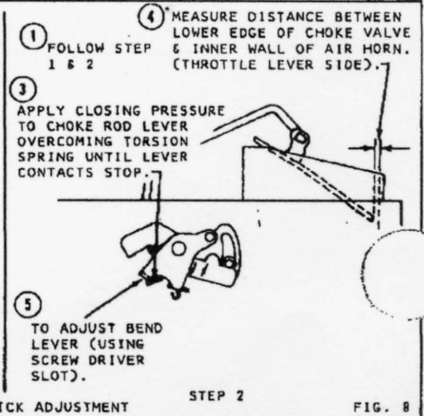
FIG. 7



- 1 OPEN THROTTLE AND SET FAST IDLE SCREW ON HIGH STEP OF CAM.
- 2 APPLY OUTSIDE VACUUM TO FULLY SEAT DIAPHRAGM.
- 3 APPLY LIGHT CLOSING PRESSURE TO CHOKE ROD LEVER. (DO NOT MOVE TORSION SPRING).
- 4 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & INNER WALL OF AIR HORN. (THROTTLE LEVER SIDE.)
- 5 TO ADJUST BEND LEVER (USING ALLEN WRENCH).

STEP 1

CHOKE VACUUM KICK ADJUSTMENT



- 1 FOLLOW STEP 1 & 2
- 2 TO ADJUST BEND LEVER (USING SCREW DRIVER SLOT).
- 3 APPLY CLOSING PRESSURE TO CHOKE ROD LEVER OVERCOMING TORSION SPRING UNTIL LEVER CONTACTS STOP.
- 4 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & INNER WALL OF AIR HORN. (THROTTLE LEVER SIDE.)

STEP 2

FIG. 8