



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

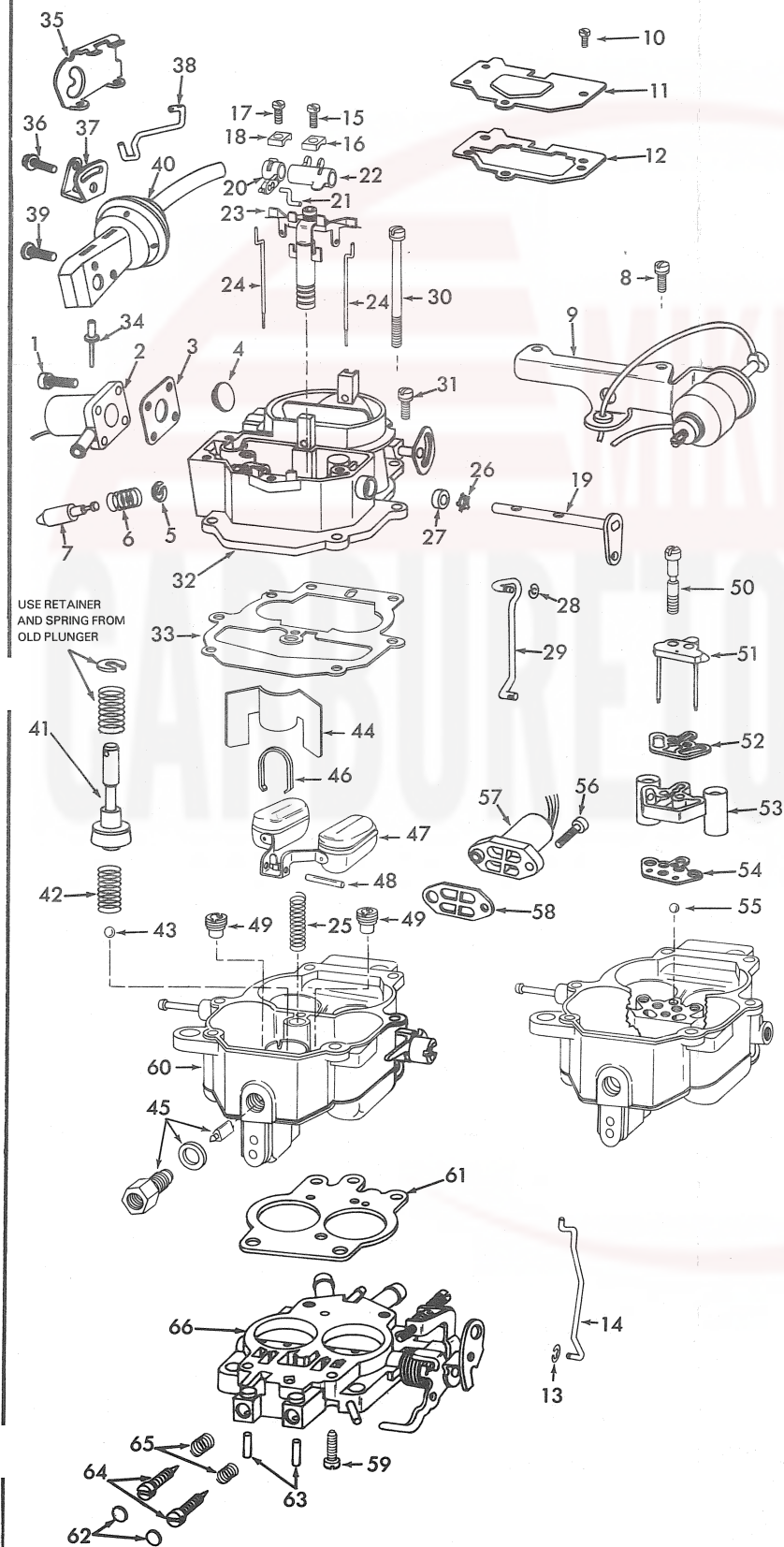
CARTER - MODEL BBD

50-612-2

WITH DUTY CYCLE SOLENOID

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. DRILL POP RIVET HEADS OFF TO REMOVE CHOKE PULL OFF LINK COVER. TO REMOVE IDLE ADJUSTING NEEDLE PLUGS & PINS, DRILL A SMALL HOLE IN THE CENTER OF EACH PLUG. USING A SUITABLE PULLER REMOVE PLUGS. USING A SHARP PUNCH HELD AT AN ANGLE DRIVE ROLL PINS OUT FAR ENOUGH TO REMOVE IDLE ADJUSTING NEEDLES. BEFORE REMOVING TURN IDLE ADJUSTING NEEDLES IN COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT NEEDLE. RECORD FOR REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (4) - BOWL VENT SOLENOID	33. GASKET - BOWL COVER
2. BOWL VENT SOLENOID ASSEMBLY	34. RIVET (2) - COVER - (DRILL OUT)
3. GASKET - BOWL VENT SOLENOID	35. COVER - CHOKE PULLOFF LINK
4. VALVE - VENT	36. SCREW - LEVER
5. RETAINER - SPRING	37. LEVER - CHOKE PULLOFF LINK
6. SPRING - PLUNGER	38. LINK - CHOKE PULLOFF
7. PLUNGER - SOLENOID	39. SCREW (2) - CHOKE PULLOFF
8. SCREW & LOCKWASHER (2) - SOLENOID	40. CHOKE PULLOFF ASSEMBLY
9. SOLENOID & BRACKET ASSEMBLY	41. PUMP ASSEMBLY
10. SCREW (4) - COVER	42. SPRING - PUMP RETURN
11. COVER - DUST	43. BALL - PUMP CHECK (LARGE)
12. GASKET - DUST COVER	44. BAFFLE - FUEL BOWL
13. RETAINER - PUMP ROD	45. NEEDLE & SEAT ASSEMBLY
14. ROD - PUMP	46. RETAINER - FLOAT PIN
15. SCREW - METERING ROD ARM WASHER	47. FLOAT ASSEMBLY
16. WASHER - METERING ROD ARM	48. PIN - FLOAT
17. SCREW - PUMP ARM WASHER	49. JET (2) - MAIN
18. WASHER - PUMP ARM	50. SCREW (2) - VENTURI CLUSTER
19. SHAFT - PUMP	51. COVER - VENTURI
20. ARM - PUMP LINK	52. GASKET - VENTURI COVER
21. LINK - PUMP	53. CLUSTER ASSEMBLY - VENTURI
22. ARM - METERING ROD	54. GASKET - VENTURI CLUSTER
23. PISTON ASSEMBLY - VACUUM	55. BALL - PUMP CHECK (SMALL)
24. ROD (2) METERING	56. SCREW (2) - SOLENOID
25. SPRING - VACUUM PISTON	57. DUTY CYCLE SOLENOID ASSEMBLY
26. RETAINER - SHAFT SEAL	58. GASKET - SOLENOID
27. SEAL - PUMP SHAFT	59. SCREW & LOCKWASHER (2) - THROTTLE BODY
28. RETAINER - ROD	60. BOWL ASSEMBLY
29. ROD - FAST IDLE	61. GASKET - THROTTLE BODY
30. SCREW & LOCKWASHER (2) - BOWL COVER	62. PLUG - IDLE NEEDLE
31. SCREW & LOCKWASHER (2) - BOWL COVER	63. PIN - IDLE NEEDLE
32. BOWL COVER ASSEMBLY	64. NEEDLE (2) - IDLE ADJUSTING
	65. SPRING (2) - IDLE ADJUSTING NEEDLE
	66. THROTTLE BODY ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. 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 PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK PARTS CONTAINING DIAPHRAGMS, SOLENOIDS SUCH AS (2), (9), (40), (57) IN ANY TYPE OF CLEANING SOLVENTS.

REASSEMBLY

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

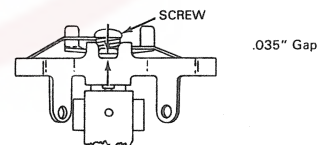
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (64) - TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (DO NOT INSTALL IDLE LIMITER PINS OR PLUGS AT THIS TIME.)

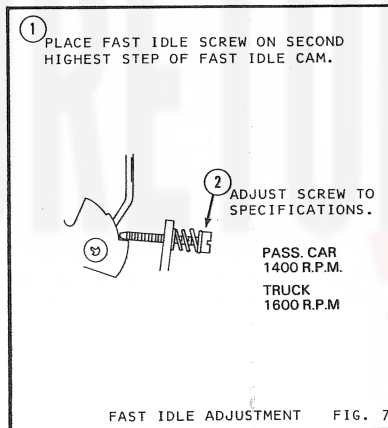
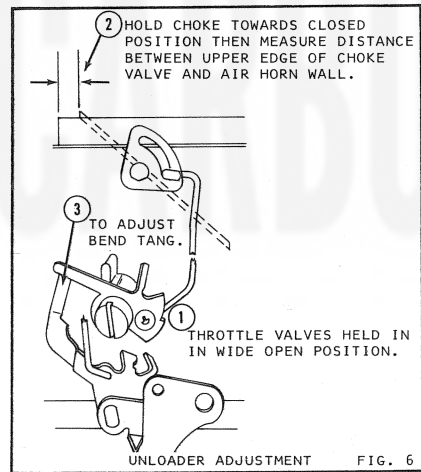
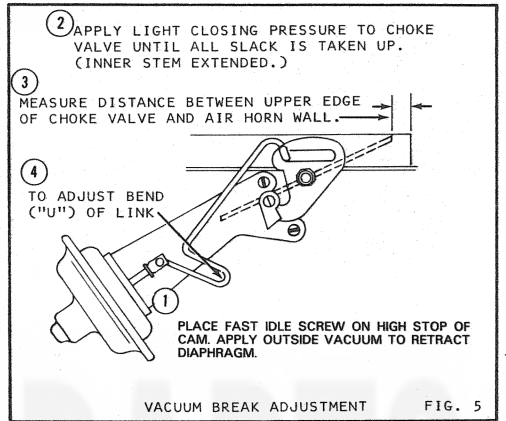
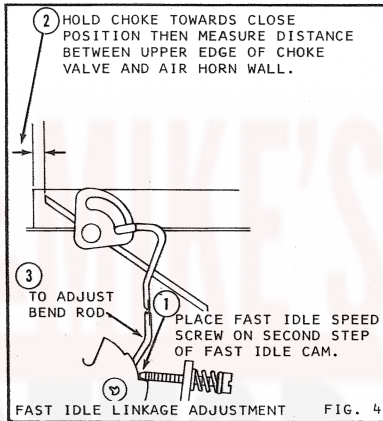
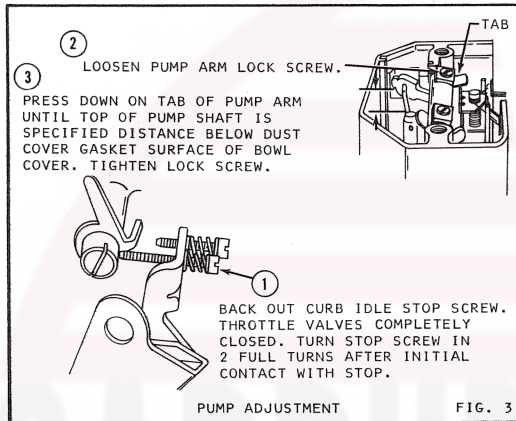
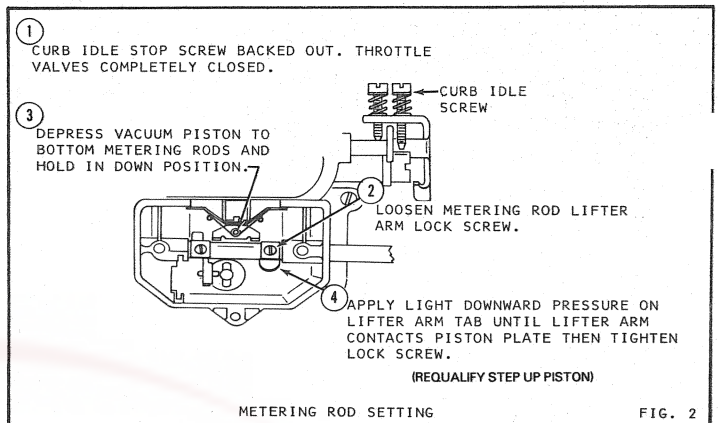
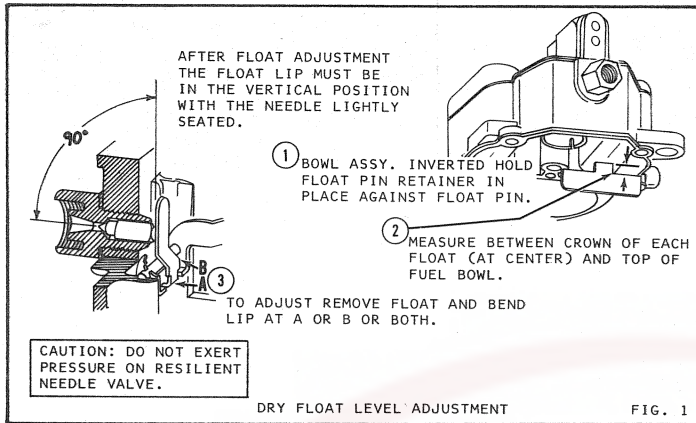
RETAINER FLOAT PIN (46) BE SURE RETAINER IS SEATING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

STEP UP PISTON QUALIFYING ADJUSTMENT

BEFORE INSTALLING, ADJUST THE GAP (AS ILLUSTRATED) BY TURNING ALLEN HEAD SCREW ON TOP OF PISTON. (RECORD NUMBER OF TURNS AND DIRECTION TO OBTAIN THIS DIMENSION FOR THIS MUST BE RESET TO ITS ORIGINAL POSITION AFTER THE VACUUM STEP UP PISTON ADJUSTMENT HAS BEEN MADE.)



ADJUSTMENTS



CHRYSLER PRODUCTS
ADJUSTMENT DATA TABLE

YEAR	CARB. NO.	FLOAT LEVEL	PUMP ADJ.	FAST IDLE LINKAGE ADJ.	VACUUM BREAK	UNLOADER
1981-83	8291	1/4"	1/2"	.070"	.130"	.280"
1983	8381	1/4"	15/32"	5/64"	1/8"	9/32"
	8382	1/4"	15/32"	5/64"	1/8"	9/32"
1984	8385	1/4"	15/32"	5/64"	1/8"	9/32"
TRUCK						
1982	8348	1/4"	1/2"	.070"	.130"	.310"
1983-84	8358	1/4"	15/32"	.070"	.130"	.280"
	8359	1/4"	15/32"	.070"	.130"	.280"
	8374	1/4"	15/32"	.070"	.130"	.280"

INSTRUCTION SHEET

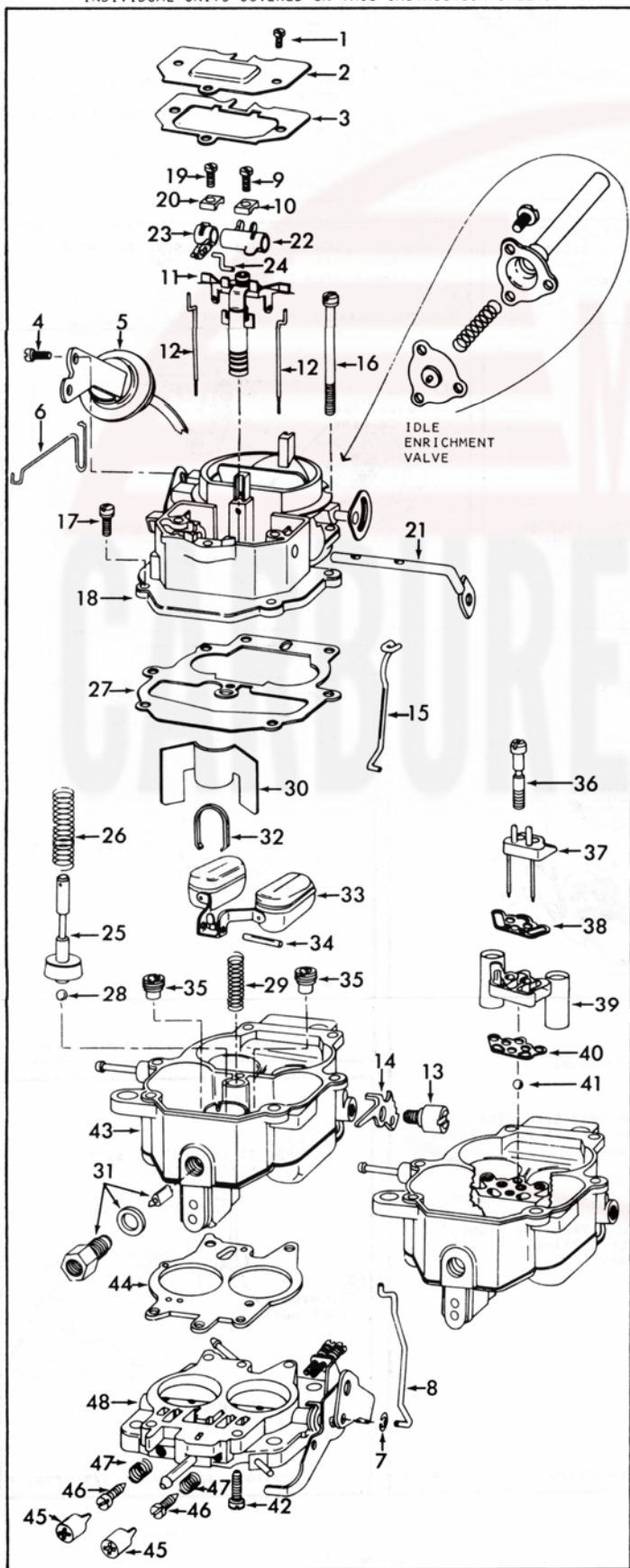
OFF VEHICLE CARBURETOR SERVICE

CARTER MODEL - BBD 1 1/4" SOLID FUEL

50-734

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. ON MODELS EQUIPPED WITH MANUAL ALTITUDE MIXTURE ADJUSTMENT DO NOT ATTEMPT TO REMOVE AIR BLEED ADJUSTING SCREW LOCATED IN VENTURI COVER. TURN IDLE LIMITER CAPS TO STOP. REMOVE PLASTIC CAPS. TURN IDLE ADJUSTING SCREWS IN (COUNTING NUMBER OF TURNS) TO A LIGHTLY SEATED POSITION. RECORD FOR REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (3) - DUST COVER	25. PUMP ASSY.
2. COVER - DUST	26. SPRING - PUMP
3. GASKET - DUST COVER	27. GASKET - BOWL COVER
4. SCREW (2) - CHOKE PULL OFF	28. BALL - PUMP CHECK (LARGE)
5. CHOKE PULL OFF ASSY.	29. SPRING - VACUUM PISTON
6. LINK - CHOKE PULL OFF	30. BAFFLE
7. RETAINER - PUMP ROD	31. NEEDLE, SEAT & GASKET ASSY.
8. ROD - PUMP	32. RETAINER - FLOAT PIN
9. SCREW - METERING ROD ARM WASHER	33. FLOAT ASSY.
10. WASHER - METERING ROD ARM	34. PIN - FLOAT
11. PISTON ASSY. - VACUUM	35. JET (2) - MAIN
12. ROD (2) - METERING	36. SCREW (2) - VENTURI CLUSTER
13. SCREW - FAST IDLE CAM	37. COVER - VENTURI
14. CAM - FAST IDLE	38. GASKET - VENTURI COVER
15. ROD - FAST IDLE	39. CLUSTER ASSY. - VENTURI
16. SCREW & LOCKWASHER (2) - BOWL COVER	40. GASKET - VENTURI CLUSTER
17. SCREW & LOCKWASHER (4) - BOWL COVER	41. BALL - PUMP DISC. CHECK (SMALL)
18. COVER ASSY. - BOWL	42. SCREW & LOCKWASHER (2) - THROTTLE BODY
19. SCREW - PUMP ARM WASHER	43. BOWL ASSY.
20. WASHER - PUMP ARM	44. GASKET - THROTTLE BODY
21. SHAFT - PUMP	45. CAP (2) - IDLE LIMITER
22. ARM - METERING ROD	46. NEEDLE (2) - IDLE ADJUSTING
23. ARM - PUMP LINK	47. SPRING (2) - IDLE ADJ. NEEDLE
24. LINK - PUMP	48. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. 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 ASSEMBLY WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK ANY PARTS CONTAINING RUBBER OR DIAPHRAGM ASSYS.

REASSEMBLY

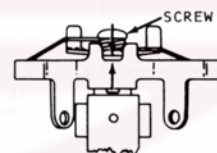
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (46) - TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 3/4 TO 1 TURN OR NUMBER OF TURNS RECORDED ON DISASSEMBLY.

RETAINER FLOAT PIN (32) - BE SURE RETAINER IS SEATING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

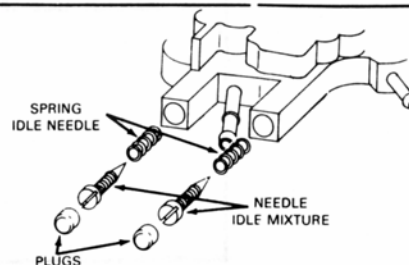
PUMP PLUNGER (25) - LIGHTLY LUBRICATE CUP BEFORE INSTALLING.



1974-83 .005" GAP

STEP UP PISTON QUALIFYING ADJUSTMENT

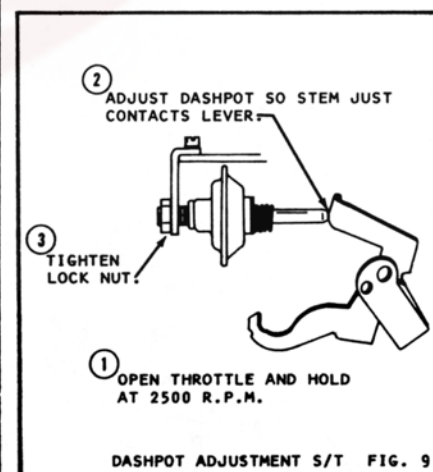
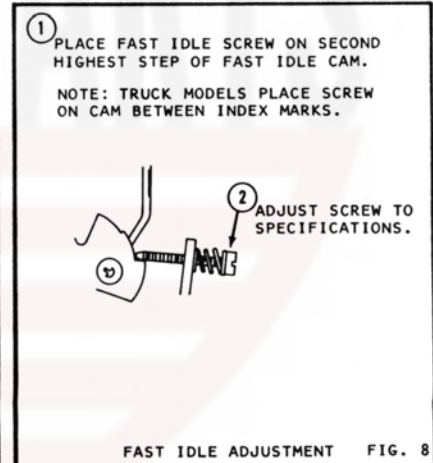
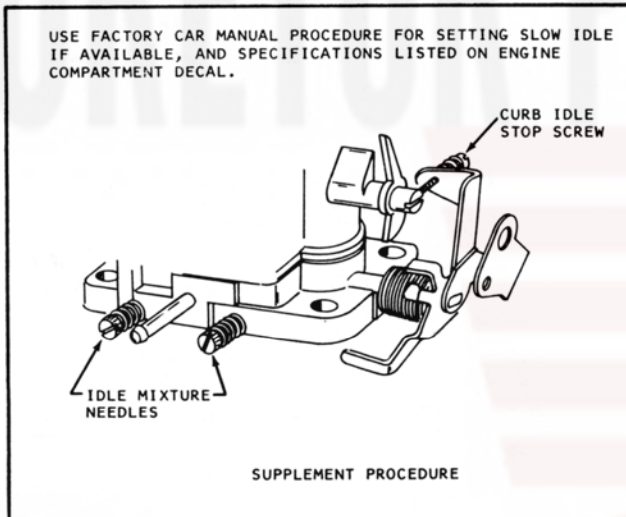
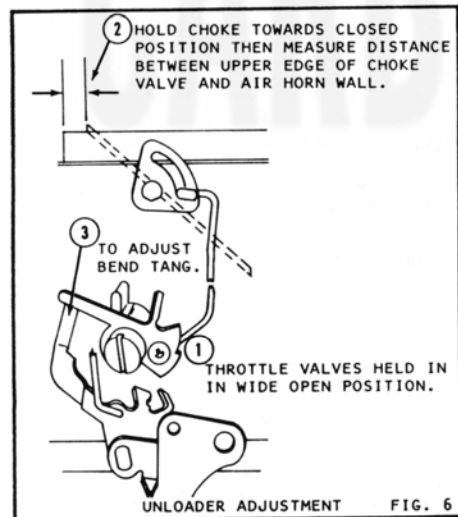
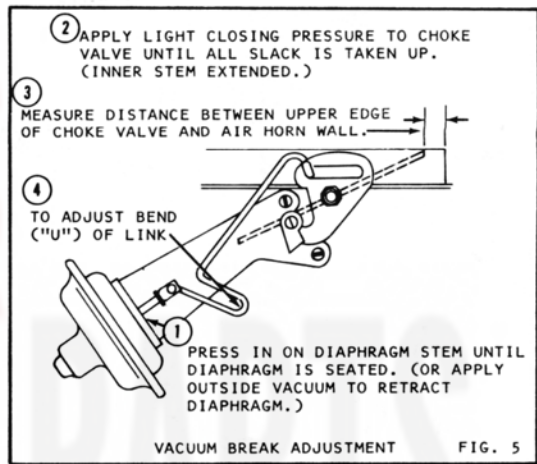
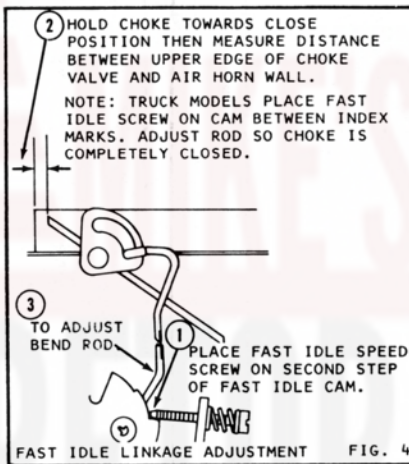
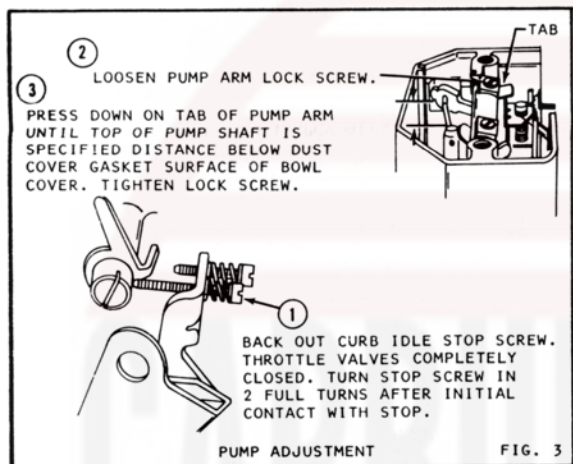
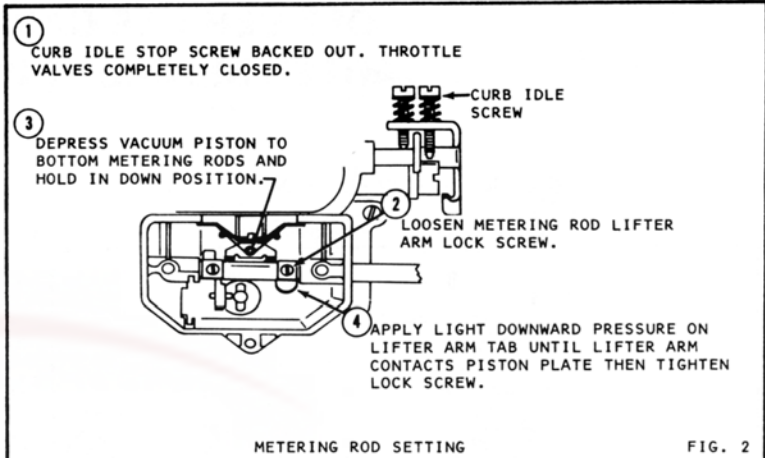
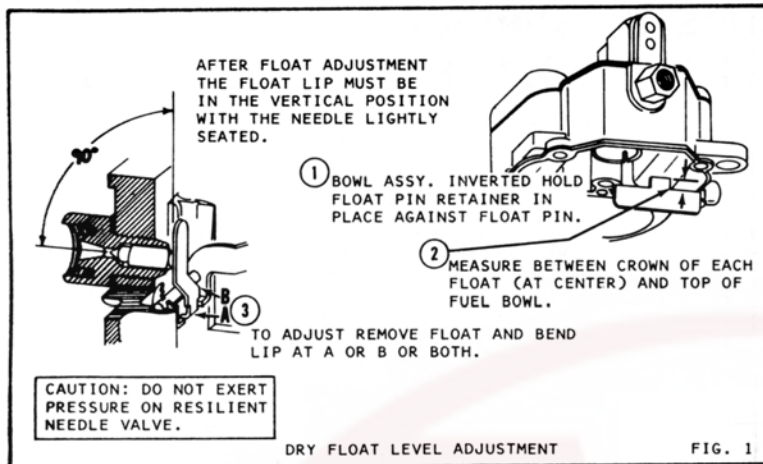
BEFORE INSTALLING, ADJUST THE GAP (AS ILLUSTRATED) BY TURNING ALLEN HEAD SCREW ON TOP OF PISTON (RECORD NUMBER OF TURNS AND DIRECTION TO OBTAIN THIS DIMENSION FOR THIS MUST BE RESET TO ITS ORIGINAL POSITION AFTER THE VACUUM STEP UP PISTON ADJUSTMENT HAS BEEN MADE.)



FACTORY SEALED IDLE MIXTURE NEEDLES

ON SOME MODELS TO REMOVE SEALS, DRILL A SMALL HOLE IN THE CENTER OF EACH PLUG USING A SUITABLE PULLER. REMOVE BOTH PLUGS

ADJUSTMENTS



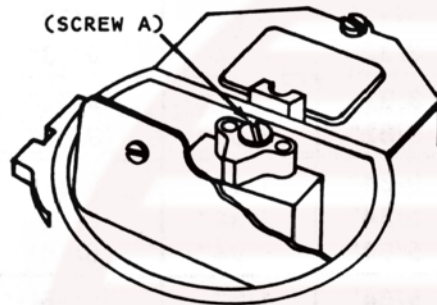
1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN. ALL TRANSMISSIONS IN NEUTRAL AIR CLEANER INSTALLED A/C OFF
3. SET THROTTLE CURB IDLE SPEED AS LISTED ON ENGINE COMPARTMENT DECAL
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.

SLOW IDLE ADJUSTMENT

FIG. 7

ADJUSTMENTS

- 1 REFER TO ENGINE DECAL FOR PROPER SETTING.

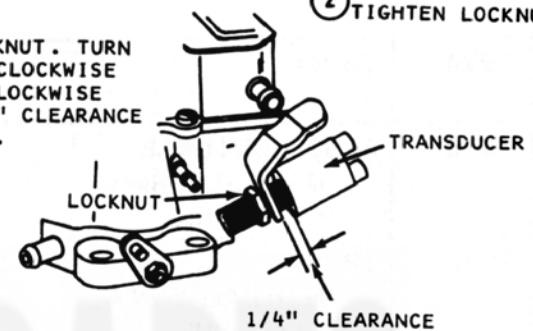


- 2 TURN SCREW (A) COUNTERCLOCKWISE FROM SEATED POSITION FOR HIGH ALTITUDE OPERATION.
- 3 TURN SCREW (A) CLOCKWISE TO SEATED POSITION FOR SEA LEVEL OPERATION.

HIGH ALTITUDE ADJUSTMENT
(IF EQUIPPED)

FIG. 10

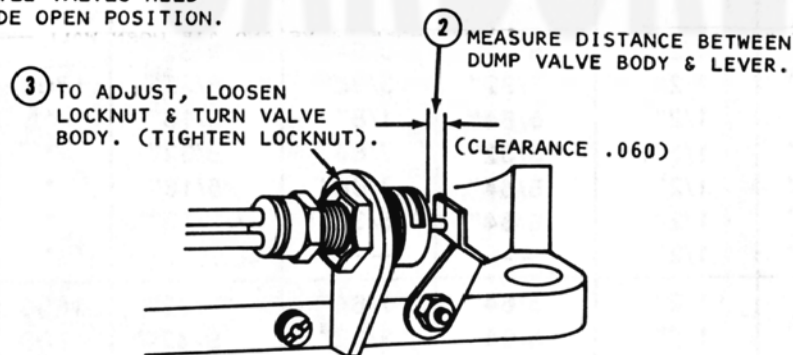
- 1 LOOSEN LOCKNUT. TURN TRANSDUCER CLOCKWISE OR COUNTERCLOCKWISE UNTIL A 1/4" CLEARANCE IS OBTAINED.
- 2 TIGHTEN LOCKNUT.



TRANSDUCER THROTTLE
POSITION ADJUSTMENT

FIG. 11

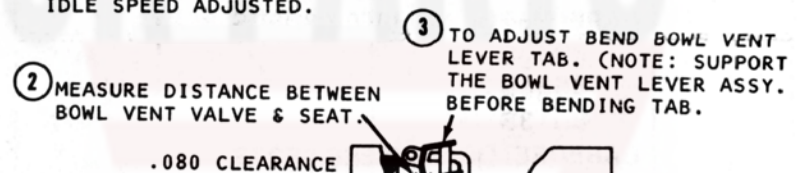
- 1 THROTTLE VALVES HELD IN WIDE OPEN POSITION.



E.G.R. DUMP VALVE ADJUSTMENT

FIG. 12

- 1 PUMP STROKE AND CURB IDLE SPEED ADJUSTED.



BOWL VENT ADJUSTMENT

FIG. 13

ADJUSTMENT DATA TABLE

YEAR	APPLICATION		DRY FLOAT LEVEL	PUMP SETTING	FAST IDLE LINKAGE	VACUUM BREAK	UNLOADER	FAST IDLE R.P.M.
1974	CHRYSLER PRODUCTS PASSENGER CARS	M/T	1/4"	1/2"	3/32"	9/64"	9/32"	1500
		A/T	1/4"	1/2"	3/32"	7/64"	9/43"	1700
1974	TRUCK	M/T	1/4"	1/2"	3/32"	5/32"	9/32"	1900
		A/T	1/4"	1/2"	3/32"	7/64"	9/32"	1900
1975	PASSENGER CARS NON CALIFORNIA CALIFORNIA	M/T	1/4"	1/2"	5/64"	1/8"	9/32"	1500
		A/T	1/4"	1/2"	5/64"	5/64"	5/16"	1500
		A/T	1/4"	1/2"	5/64"	7/64"	5/16"	1500
1975	TRUCK NON CALIFORNIA CALIFORNIA	M/T	1/4"	1/2"	5/64"	1/8"	5/16"	1500
		A/T	1/4"	1/2"	5/64"	7/64"	5/16"	1500
		A/T	1/4"	1/2"	5/64"	5/32"	5/16"	1500
1976	PASSENGER CARS CARBURETOR NUMBERS 8072S, 8069S 8070S, 8077S 8099S	M/T	1/4"	1/2"	5/64"	1/8"	9/32"	1500
		A/T	1/4"	1/2"	5/64"	5/64"	5/16"	1500
		A/T	1/4"	1/2"	5/64"	7/64"	5/16"	1500
		A/T	1/4"	15/32"	5/64"	7/64"	5/16"	1500
1976	TRUCK CARBURETOR NUMBERS 8080S, 8082S, 8085S 6536S 8013S CARBURETOR NUMBERS 6537S 8014S, 8026S 8081S, 8108S 6585S, 6586S	M/T	1/4"	1/2"	5/64"	9/64"	9/32"	•
		M/T	1/4"	1/2"	3/32"	5/32"	9/32"	1700
		M/T	1/4"	1/2"	5/64"	1/8"	5/16"	•
		A/T	1/4"	1/2"	3/32"	7/64"	9/32"	•
		A/T	1/4"	1/2"	5/64"	7/64"	5/16"	•
		A/T	1/4"	1/2"	5/64"	5/32"	5/16"	•
		All/T	1/4"	1/2"	—	—	—	•
1977	PASSENGER CAR 225" ENG.	M/T	1/4"	1/2"	5/64"	7/64"	9/32"	1500
		A/T	1/4"	1/2"	5/64"	3/32"	9/32"	1500
1977	PASSENGER CAR 318" ENG.	M/T	1/4"	1/2"	5/64"	9/64"	5/16"	•
		A/T	1/4"	1/2"	5/64"	7/64"	5/16"	•
1977	TRUCK 225-1" ENG.	All/T	1/4"	1/2"	5/64"	3/32"	9/32"	•
1977	TRUCK 318" ENG. CALIFORNIA	A/T	1/4"	1/2"	5/64"	7/64"	5/16"	•
		All/T	1/4"	1/2"	5/64"	9/64"	5/16"	•
1977-83	TRUCK 318" ENG. CARBURETOR NUMBER 8146 CANADA 8147 CANADA	A/T	1/4"	1/2"	5/64"	5/64"	5/16"	1500
		M/T	1/4"	1/2"	3/32"	9/64"	5/16"	1500
1984	TRUCK 318" ENG. CARB. NO. 8386 CANADA CARB. NO. 8387 CANADA	A/T	1/4"	1/2"	5/64"	5/64"	5/16"	1500
		M/T	1/4"	1/2"	7/64"	5/32"	5/16"	1700
1978-82	TRUCK 225" ENG. CARBURETOR NUMBER 8176 CARBURETOR NUMBER 8352	All/T	1/4"	15/32"	5/64"	5/64"	9/32"	—
			1/4"	1/2"	.070"	.130"	.310"	1600
1978	PASSENGER CAR 225" ENG.	M/T	1/4"	1/2"	5/64"	7/64"	9/32"	1500
		A/T	1/4"	1/2"	5/64"	3/32"	9/32"	1600
1978	PASSENGER CAR 318" ENG.	M/T	1/4"	1/2"	5/64"	5/32"	9/32"	1500
		A/T	1/4"	1/2"	5/64"	7/64"	9/32"	1500
1978-79	TRUCK 225" ENG.	All/T	1/4"	15/32"	5/64"	7/64"	9/32"	•
1983	CARB. NO. 8371		1/4"	31/64"	5/64"	9/32"	9/32"	•
1978-79	TRUCK 318" ENG.	All/T	1/4"	15/32"	5/64"	7/64"	9/32"	•
1979	PASSENGER CAR 225" ENG.	A/T	1/4"	15/32"	5/64"	7/64"	9/32"	•
1979	PASSENGER CAR 318" ENG.	A/T	1/4"	15/32"	5/64"	7/64"	9/32"	•
1980	PASSENGER CAR 225" ENG.	A/T	1/4"	1/2"	.070"	.100"	.280"	•
1980	PASSENGER CAR 318" ENG.	A/T	1/4"	1/2"	.070"	.130"	.280"	•
1980	PASSENGER CAR 360" ENG. CANADA	A/T	1/4"	1/2"	.070"	.110"	.280"	•
1981-83	PASSENGER CAR 225" ENG. CANADA	A/T	1/4"	1/2"	.070"	.100"	.280"	•
1981-83	PASSENGER CAR 318" ENG. CANADA	A/T	1/4"	1/2"	.070"	.130"	.280"	•
1984	PASS. CAR 318" ENG. CARB. NO. 8369 PASS. CAR 318" ENG. CARB. NO. 8385	A/T	1/4"	1/2"	.070"	.130"	.280"	•
		A/T	1/4"	15/32"	.070"	.130"	.280"	•

*CHECK ENGINE COMPARTMENT LABEL.

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