



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.

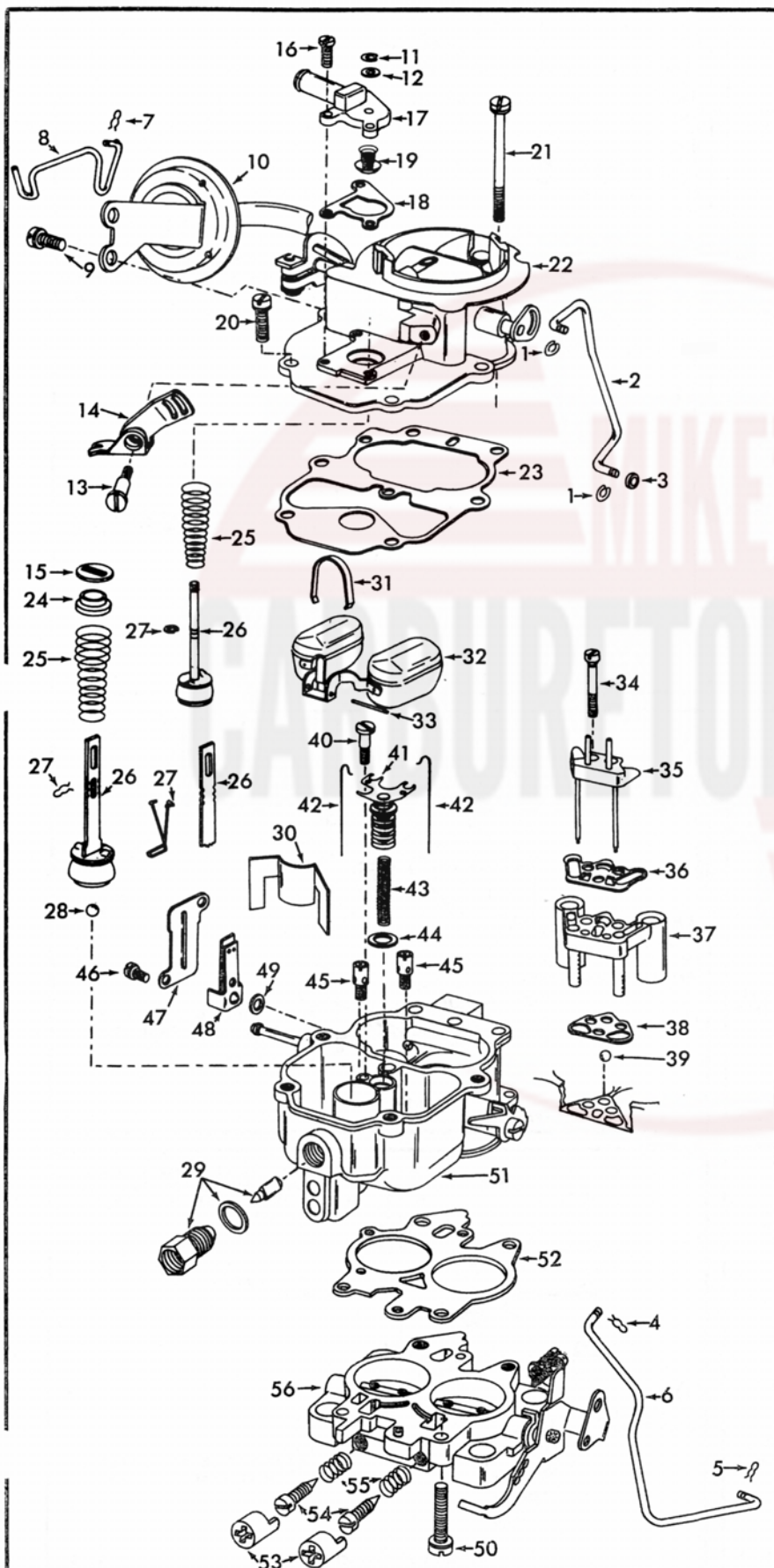
INSTRUCTION SHEET

CARTER CARBURETOR— MODEL BBD 1¼

50-736

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. CAUTION: ON EARLY CLEAN AIR PACKAGE CARBURETORS, IDLE ADJUSTING SCREWS (54) CANNOT BE REMOVED. ON LATER MODELS THE IDLE LIMITER CAPS (53) CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER(2)-FAST IDLE ROD	27. RETAINER-PUMP STEM
2. ROD-FAST IDLE	28. BALL-PUMP INTAKE CHECK(LARGE)
3. SPACER-FAST IDLE ROD	29. NEEDLE & SEAT ASSY.
4. RETAINER-PUMP ROD	30. BAFFLE-FLOAT BOWL S/M
5. RETAINER-PUMP ROD	31. RETAINER-FLOAT PIN
6. ROD-PUMP	32. FLOAT ASSY.
7. RETAINER-CHOKE PULL-OFF LINK	33. PIN-FLOAT
8. LINK-CHOKE PULL-OFF	34. SCREW(2)-VENTURI CLUSTER
9. SCREW(2)-CHOKE PULL-OFF BRACKET	35. COVER-VENTURI
10. CHOKE PULL-OFF & HOSE ASSY.	36. GASKET-VENTURI COVER
11. RETAINER-PUMP STEM S/M	37. CLUSTER-VENTURI
12. WASHER-PUMP STEM S/M	38. GASKET-VENTURI CLUSTER
13. SCREW-PUMP ARM	39. BALL-PUMP DISC. CHECK(SMALL)
14. ARM-PUMP	40. SCREW-STEP UP PISTON PLATE
15. WASHER-VENT S/M	41. STEP UP PISTON ASSY.
16. SCREW(3)-VENT COVER S/M	42. ROD(2)-STEP UP
17. COVER-VENT VALVE S/M	43. SPRING- STEP UP PISTON
18. GASKET-COVER S/M	44. GASKET-STEP UP PISTON
19. VENT VALVE & SPRING ASSY. S/M	45. JET(2)-MAIN METERING
20. SCREW & LOCKWASHER (4)-BOWL COVER	46. SCREW(2)-COMPENSATOR VALVE COVER
21. SCREW & LOCKWASHER (2)-BOWL COVER	47. COVER-COMPENSATOR VALVE
22. BOWL COVER ASSY.	48. VALVE-COMPENSATOR
23. GASKET-BOWL COVER	49. GASKET-COMPENSATOR VALVE
24. BUSHING-PUMP SPRING S/M	50. SCREW & LOCKWASHER(2)-THROTTLE BODY
25. SPRING-PUMP	51. BOWL ASSY.
26. PUMP PLUNGER ASSY.	52. GASKET-THROTTLE BODY
S/M=SOME MODELS	53. CAP(2)-IDLE LIMITER S/M
	54. NEEDLE(2)-IDLE ADJUSTING
	55. SPRING(2)-IDLE ADJ. NEEDLE
	56. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. 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 CHOKE PULL-OFF (10) OR PARTS CONTAINING RUBBER OR LEATHER 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

IDLE ADJUSTING NEEDLES (54)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 TURN.

MAIN METERING JETS (45)-LATER MODEL CARBURETORS DO NOT USE A GASKET ON JET SEAT.

STEP UP PISTON GASKET (44)-BE SURE GASKET IS PROPERLY PLACED IN THE BOTTOM OF PISTON CYLINDER.

RETAINER FLOAT PIN (31)-BE SURE RETAINER IS SETTING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

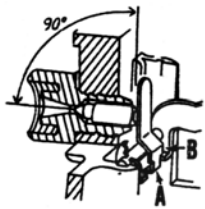
RETAINER(27)-USE PROPER RETAINER WITH PUMP STEM STYLE SHOWN ON EXPLODED VIEW.

PUMP PLUNGER (26) - FLARE LEATHER CUP OUTWARD SLIGHTLY. THEN SOAK CUP IN GASOLINE OR LIGHT OIL PRIOR TO INSTALLING.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

AFTER FLOAT ADJUSTMENT THE FLOAT LIP MUST BE IN THE VERTICAL POSITION WITH THE NEEDLE LIGHTLY SEATED.



DRY FLOAT LEVEL ADJUSTMENT

- 1 BOWL ASSY. INVERTED HOLD FLOAT PIN RETAINER IN PLACE AGAINST FLOAT PIN.
- 2 MEASURE BETWEEN CROWN OF EACH FLOAT (AT CENTER) AND TOP OF FUEL BOWL.
- 3 TO ADJUST REMOVE FLOAT AND BEND LIP AT A OR B OR BOTH

FIG. 1

- 1 PLUNGER PIN SPRING IN GROOVE OF PUMP STEM AND PUMP CONNECTOR ROD IN THROTTLE LEVER HOLE LISTED IN ADJ. DATA TABLE.
- 2 THROTTLE STOP SCREW BACKED OUT, THROTTLE VALVES CLOSED. (NOTE: 1970 AND LATER ADJUSTMENT IS MADE WITH THROTTLE SCREW SET AT CURB IDLE.)
- 3 TYPE-1. MEASURE FROM SURFACE OF CASTING TO TOP OF PLUNGER SHAFT. TYPE-2. MEASURE DISTANCE BETWEEN VENT VALVE AND VALVE SEAT.
- 4 TO ADJUST BEND ROD.

PUMP/BOWL VENT ADJUSTMENT TYPE 1 & 2 WITH CLEANER AIR PACKAGE

FIG. 2

- 1 PLUNGER PIN SPRING IN GROOVE OF PUMP STEM AND PUMP CONNECTOR ROD IN PUMP ARM HOLE AND THROTTLE LEVER HOLE LISTED IN ADJ. DATA TABLE.
- 2 ADJUST THROTTLE STOP SCREW TO CURB IDLE R.P.M.
- 2A 1973 CARB. THROTTLE VALVES TIGHTLY CLOSED.
- 3 MEASURE DISTANCE FROM TOP FLAT SURFACE OF BOWL COVER TO TOP OF PUMP SHAFT. (SEE DATA TABLE FOR MEASUREMENT)
- 4 TO ADJUST BEND ROD

PUMP/BOWL VENT ADJUSTMENT TYPE 3 WITH EVAPORATION CONTROL SYSTEM.

FIG. 3

- 1 CHOKE VALVE HELD TIGHTLY CLOSED.
- 2 FAST IDLE SCREW SHOULD ALIGN WITH INDEX MARK ON FAST IDLE CAM.
- 3 TO ADJUST BEND TANG ON CHOKE LEVER.

1960-63 FAST IDLE LINK/CAM ADJUSTMENT

FIG. 4

- 1 PLACE FAST IDLE SCREW ON LOW STEP OF FAST IDLE CAM AGAINST SHOULDER OF NEXT STEP.
- 2 CHOKE VALVE HELD TOWARDS CLOSED POSITION. MEASURE DISTANCE BETWEEN TOP EDGE OF CHOKE VALVE AND AIR HORN WALL.
- 3 TO ADJUST BEND TANG ON CHOKE LEVER.

1964 FAST IDLE LINK/CAM ADJUSTMENT

FIG. 5

- 1 PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF FIRST STEP.
- 2 CHOKE VALVE HELD TOWARDS CLOSED POSITION. MEASURE DISTANCE BETWEEN TOP EDGE OF CHOKE VALVE AND AIR HORN WALL.
- 3 TO ADJUST BEND FAST IDLE ROD. (1965 BEND TANG ON CHOKE LEVER.)

1965-73 FAST IDLE LINK/CAM ADJUSTMENT

FIG. 6

- 1 PRESS IN ON DIAPHRAGM STEM (OUTER) UNTIL DIAPHRAGM IS SEATED. (OR APPLY OUTSIDE VACUUM TO RETRACT DIAPHRAGM.)
- 2 APPLY LIGHT CLOSING PRESSURE TO CHOKE VALVE UNTIL ALL SLACK IS TAKEN UP (INNER STEM EXTENDED)
- 3 MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.
- 4 TO ADJUST BEND ("U") OF LINK.

CHOKE VACUUM PULL-OFF ADJUSTMENT (VACUUM KICK)

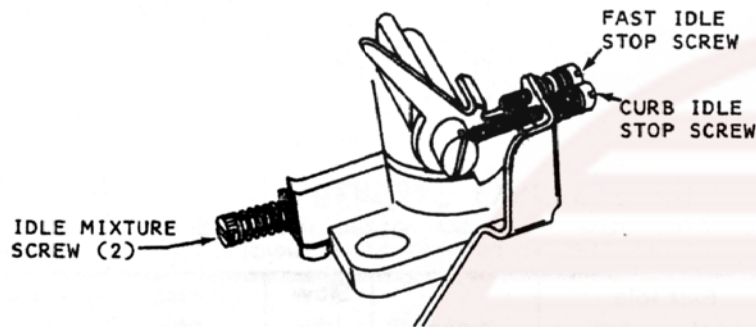
FIG. 7

- 1 THROTTLE VALVE HELD IN WIDE OPEN POSITION.
- 2 HOLD CHOKE VALVE TOWARDS CLOSED POSITION. THEN MEASURE DISTANCE BETWEEN UPPER EDGE OF VALVE AND AIR HORN WALL.
- 3 TO ADJUST BEND TANG

UNLOADER ADJUSTMENT

FIG. 8

ADJUSTMENTS



USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE AND SPECIFICATIONS LISTED ON ENGINE COMPARTMENT DECAL.

SUPPLEMENT PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
TRANSMISSION IN NEUTRAL (NOT PARK)
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. 9

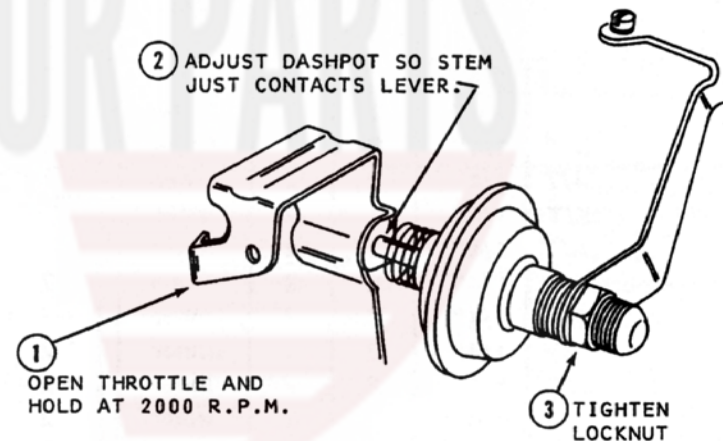
- ① PLACE FAST IDLE SCREW ON PROPER STEP OF FAST IDLE CAM. (SEE DATA TABLE) CAM LOCATION POINT.



- ② ADJUST FAST IDLE SCREW TO PROPER R.P.M.

FAST IDLE ADJUSTMENT

FIG. 10



DASHPOT ADJUSTMENT S/T

FIG. 11

ADJUSTMENT DATA TABLE

Year	Application	Float Level	PUMP/BOWL VENT ADJUSTMENTS					Fast Idle Linkage Adj.		Choke Pull-Off	Slow Idle R. P. M.	Fast Idle R. P. M.	Auto Choke Setting
			Type	Lever Hole	Arm Hole	Pin Spring Position	Pump/vent Dimen.	Cam Step	Dimen.				
CHRYSLER CORP. PASS. CARS													
1960-63		1/4"	2	2	Inner	2	1/16"	Index	—	—	500	1400	—
1964	318" Eng.	1/4"	2	2	Inner	2	1/16"	L/S	1/4"	3/16"	500	700 L/S	Index
	273" Eng.	1/4"	2	2	Outer	2	1/16"	L/S	1/4"	3/16"	500	700 L/S	Index
1965	318" Eng.	1/4"	2	2	Inner	2	1/16"	2/S	7/64"	S/T3/16"	500	700 L/S	Index
	273" Eng.	1/4"	2	2	Outer	2	1/16"	2/S	7/64"	A/T1/8"	500	700 L/S	Index
1966-67	wo/C.A. P.	S/T 1/4"	2	2	Outer	2	1/16"	2/S	3/32"	3/16"	500	700 L/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	1/8"	500	700 L/S	2-Rich
1966-67	w/C. A. P.	S/T 1/4"	1	2	Inner	—	1 1/16"	2/S	3/32"	3/16"	700	1400 2/S	Index
		A/T 1/4"	1	2	Inner	—	1 1/16"	2/S	3/32"	1/8"	650	1500 2/S	Index
1967-75	6 Cyl. Power Pack (Export)	1/4"	2	2	Outer	2	1/16"	2/S	5/64"	—	550	850 2/S	2-Rich
1968	273" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1400 2/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	3/32"	600	1600 2/S	2-Rich
1968	318" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1300 2/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	600	1500 2/S	2-Rich
1968	318" Eng. Canada	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	500	700 2/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	500	700 2/S	2-Rich
1969	273" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1500 2/S	Index
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	3/32"	E/D	1600 2/S	Index
1969	318" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1300 2/S	Index
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	E/D	1700 2/S	Index
1970-72	318" Eng. wo/E. C. S.	S/T 1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T 1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-72	318" Eng. w/E. C. S.	S/T 1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T 1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1973	318" Eng. w/E. C. S.	1/4"	3	2	Inner	2	*1/4"	2/S	3/32"	5/32"	E/D	1700 2/S	—
DODGE TRUCKS													
1963	273" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	—	—	—	500	700 L/S	—
1966	wo/C. A. P.	S/T 1/4"	2	2	Outer	2	1/16"	2/S	3/32"	3/16"	500	700 L/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	1/8"	500	700 L/S	2-Rich
1966	w/C. A. P.	S/T 1/4"	1	2	Inner	—	1 1/16"	2/S	3/32"	3/16"	700	1400 2/S	Index
		A/T 1/4"	1	2	Inner	—	1 1/16"	2/S	3/32"	1/8"	650	1500 2/S	Index
1968	318" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1300 2/S	2-Rich
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	600	1500 2/S	2-Rich
1969	318" Eng.	S/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1300 2/S	Index
		A/T 1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	E/D	1700 2/S	Index
1970-73	318" Eng. wo/E. C. S.	S/T 1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T 1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-73	318" Eng. w/E. C. S.	S/T 1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T 1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-71	361" Eng. wo/E. C. S.	1/4"	2	2	Inner	2	1/32"	Index	—	—	E/D	1900	M/C
1972-73	361" Eng. wo/E. C. S.	1/4"	2	3	Inner	3	1/32"	Index	—	—	E/D	1900	M/C
1973	361" Eng. w/E. C. S.	1/4"	3	3	Inner	3	7/32"	Index	—	—	E/D	1900	M/C
MOTOR HOME													
1968-69		1/4"	2	2	Inner	2	1/16"	—	—	—	E/D	—	—
1970-72	318" Eng.	A/T 1/4"	2	2	Inner	2	1/32"	2/S	3/32"	—	E/D	1700 2/S	2-Rich
	Carb. No. 6169S-SA	A/T 1/4"	2	3	Inner	3	1/32"	2/S	3/32"	—	E/D	1800 2/S	2-Rich
1973	318" Eng. W/E. C. S.	A/T 1/4"	3	2	Inner	2	7/32"	2/S	3/32"	—	E/D	1800 2/S	2-Rich

S/T — Standard Transmission

A/T — Automatic Transmission

M/C — Manual Choke

wo/C. A. P. — Without cleaner air package

w/C. A. P. — With cleaner air package

wo/E. C. S. — Without evaporation control system

w/E. C. S. — With evaporation control system

L/S — Low Step

2/S — Second Step

E/D — Engine Decal

* Throttle valves tightly closed. — 1973