



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.

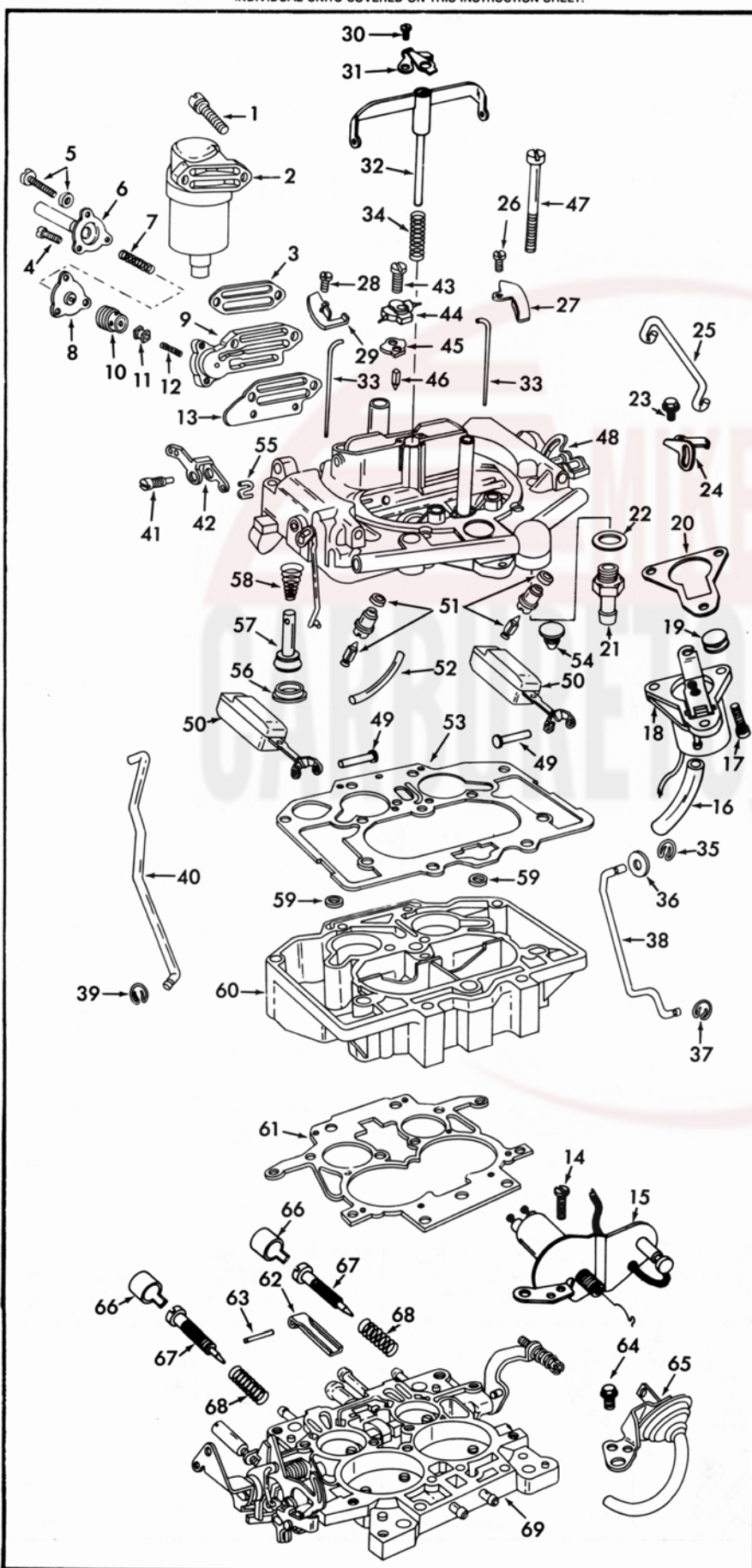
INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

CARTER MODEL-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 PUMP ASSY.
24. RETAINER - CHOKE CONNECTOR ROD	57. SPRING - PUMP
25. ROD - CHOKE CONNECTOR	58. O RING (2) - MAIN WELL SEAL
26. SCREW - METERING ROD COVER PLATE	59. BOWL ASSY. - FUEL
27. PLATE - COVER	60. GASKET - THROTTLE BODY
28. SCREW - METERING ROD COVER PLATE	61. LEVER - STEP UP PISTON
29. PLATE - COVER	62. PIN - LEVER
30. SCREW - PLATE	63. SCREW - CHOKE PULL OFF BRACKET
31. PLATE - STEP UP PISTON COVER	64. CHOKE PULL OFF ASSY.
32. STEP UP PISTON & ROD ASSY.	65. CAP (2) - IDLE LIMITER
33. ROD (2) - STEP UP	66. NEEDLE (2) - IDLE ADJUSTING
	67. SPRING (2) - IDLE ADJUSTING NEEDLE
	68. THROTTLE BODY ASSY.
	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 IMMERSE 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.

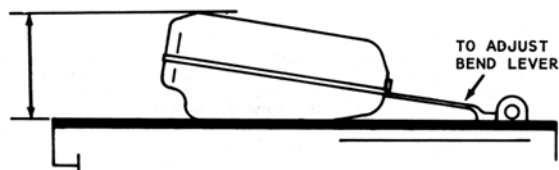
FLOAT PINS (49) - INSTALL WITH HEAD OF PINS TOWARDS CENTER OF CARBURETOR.

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

BOWL VENT VALVE (19) - MODELS WITH SPECIAL VENT VALVE, INSTALL 3 NOTCH SIDE OF VALVE TO THE TOP.

ADJUSTMENTS

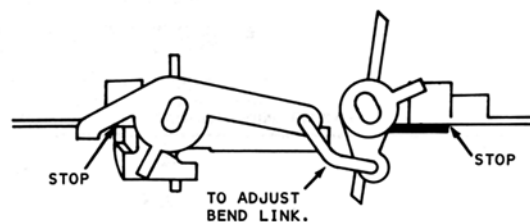
CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



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

DRY FLOAT LEVEL ADJUSTMENT

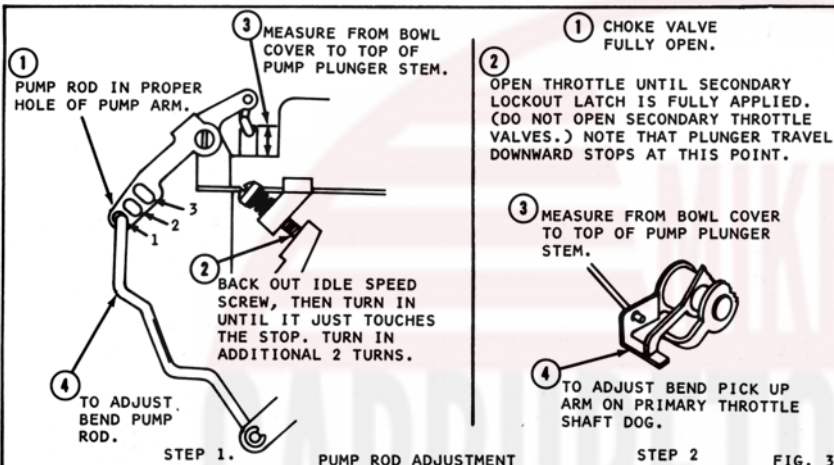
FIG. 1



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

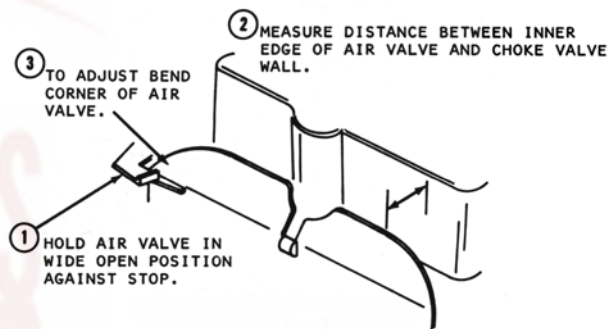
FIG. 2



PUMP ROD ADJUSTMENT

STEP 2

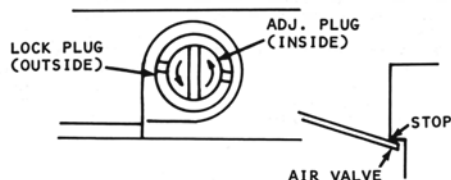
FIG. 3



SECONDARY AIR VALVE OPENING ADJUSTMENT

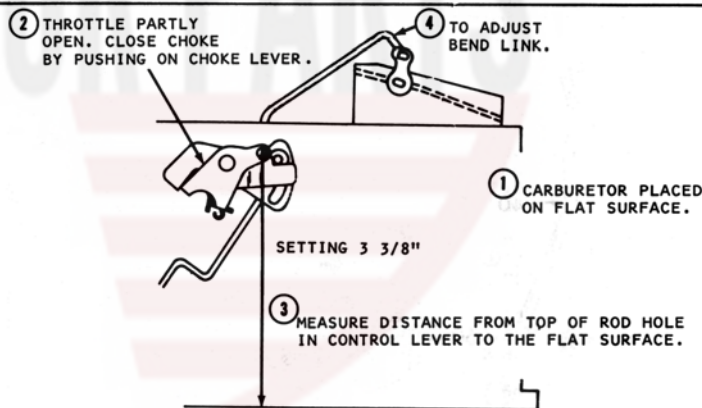
FIG. 4

- 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.



SECONDARY AIR VALVE SPRING ADJUSTMENT

FIG. 5



CONTROL CHOKE LEVER ADJUSTMENT

FIG. 6

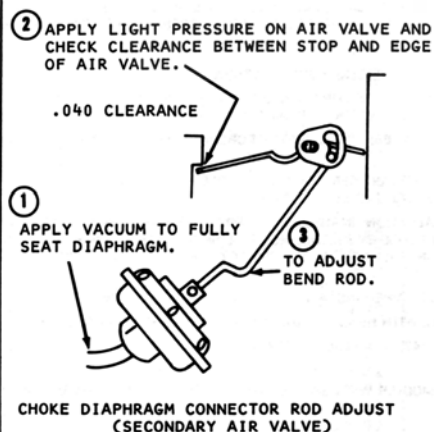
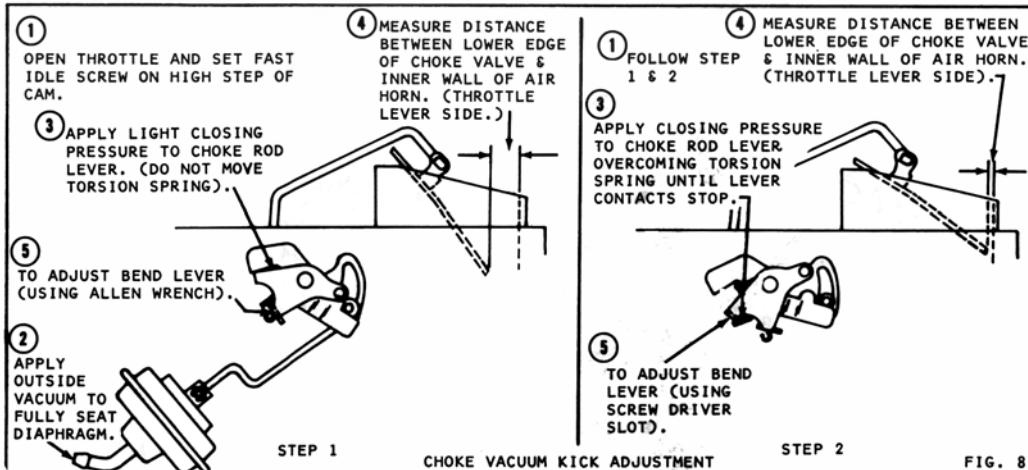


FIG. 7



CHOKE VACUUM KICK ADJUSTMENT

STEP 2

FIG. 8

ADJUSTMENTS

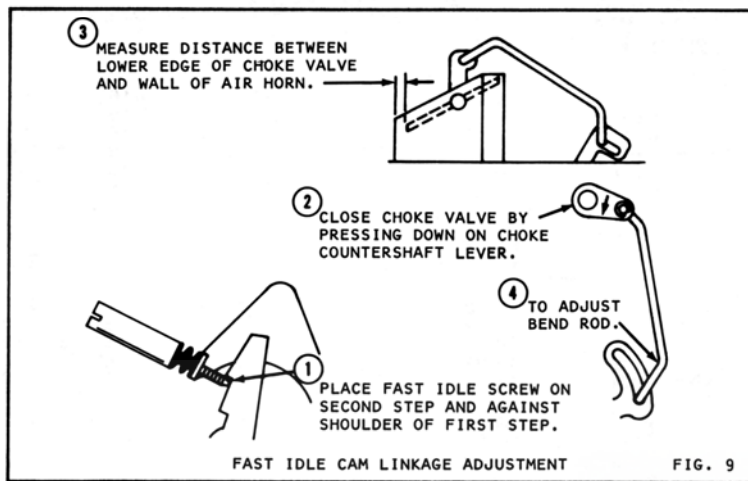


FIG. 9

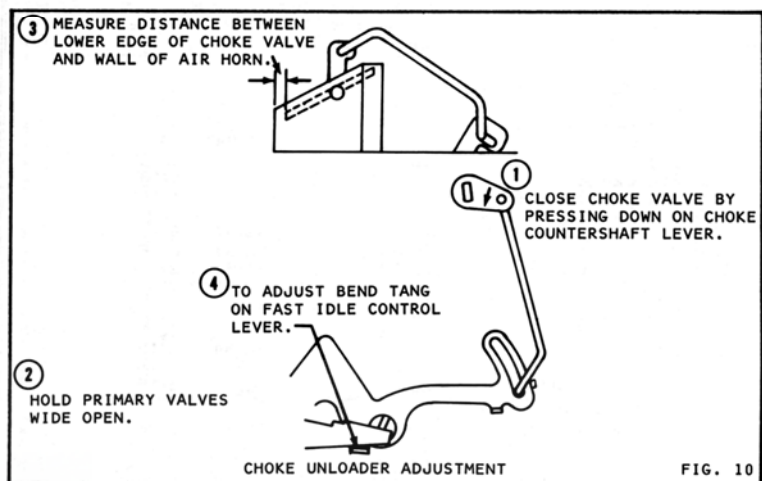


FIG. 10

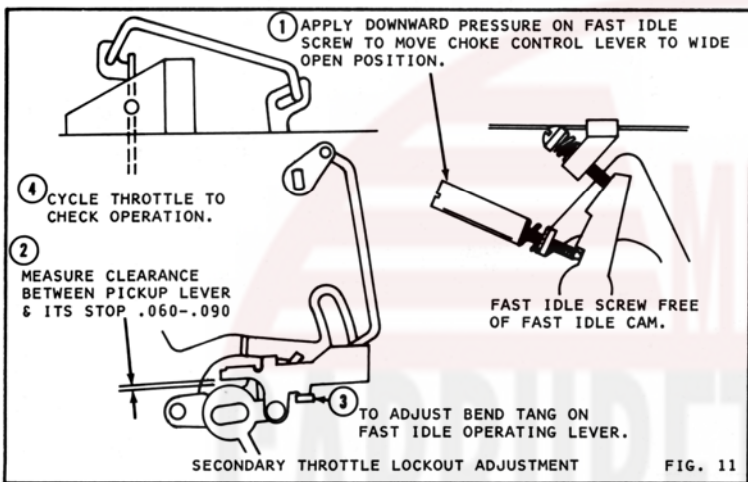


FIG. 11

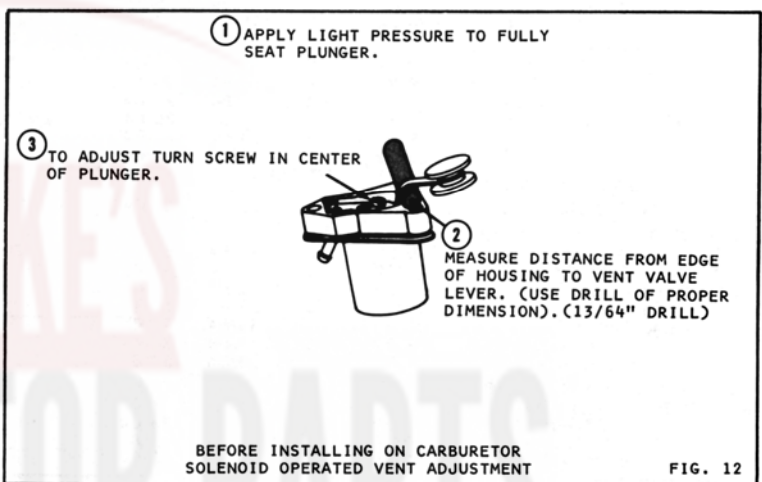


FIG. 12

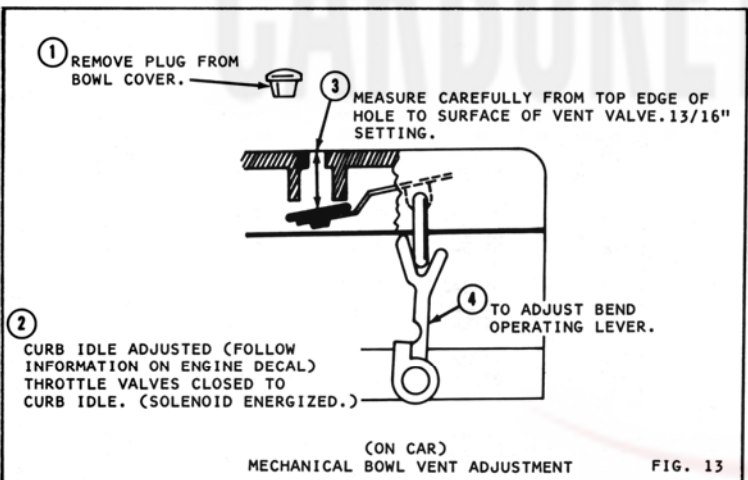


FIG. 13

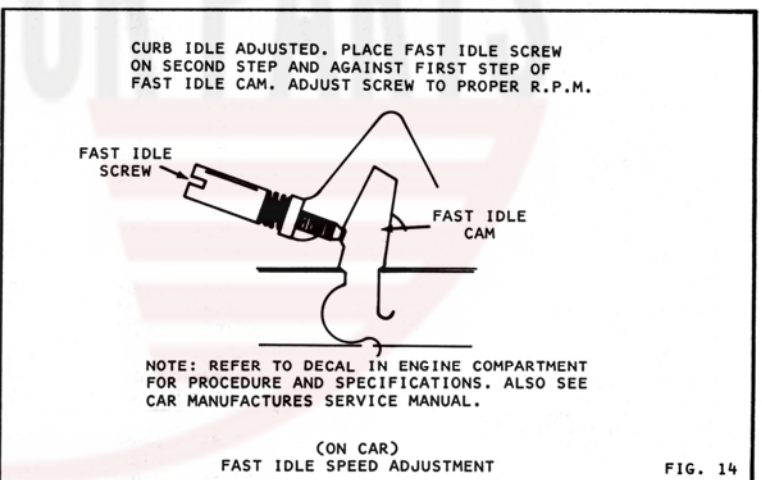
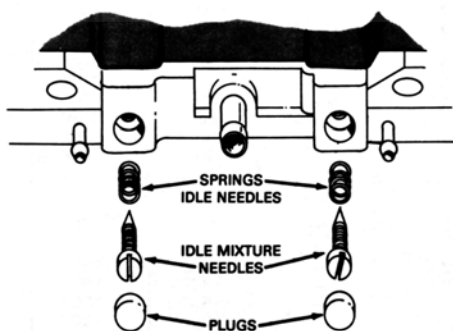


FIG. 14

CARBURETORS USING SEALS, DRILL A SMALL HOLE IN THE CENTER OF EACH PLUG THEN USING A SUITABLE PULLER REMOVE PLUGS.



FACTORY SEALED IDLE MIXTURE NEEDLES

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).

ADJUSTMENT DATA TABLE

YEAR	MAKE	DRY FLOAT LEVEL	PUMP ROD HOLE	PUMP ADJUSTMENT STAGE 1	PUMP ADJUSTMENT STAGE 2	SECONDARY AIR VALVE OPENING	SECONDARY AIR VALVE SPRING TURNS	CHOKE VACUUM KICK STEP 1	CHOKE VACUUM KICK STEP 2	FAST IDLE CAM. ADJ.	UNLOADER ADJ.	FAST IDLE R.P.M.*
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"	1500
	360" Eng. Calif./Alt. A/T	29/32"	1	31/64"	23/64"	1/2"	1 1/2	19/32"	3/32"	3/32"	5/16"	1500
	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/Alt. 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
	Canada A/T	29/32"	2	33/64"	5/16"	1/2"	1 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
	360" 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	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/D
	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
	1981-82 9372	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, 9385, 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	29/32"	2	1/2"	5/16"	3/8"	3	19/32"	3/32"	3/32"	1/2"	E/D
	L/D Calif. A/T	29/32"	2	33/64"	23/64"	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"	1/2"	3	1/2"	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/D
	360" Eng. Calif.	29/32"	2	5/16"	3/16"	1/2"	3	---	.100"	.100"	1/2"	E/D
	Carb. No. 9224, 9225 Alt/T	29/32"	2	31/64"	23/64"	7/16"	2	---	.150"	.100"	5/16"	E/D
	Carb. No. 9208, 9210 Alt/T	29/32"	2	11/32"	3/16"	7/16"	2 1/4	---	.120"	.120"	5/16"	E/D
	Carb. No. 9251, 9252 Alt/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 Alt/T	29/32"	2	11/32"	3/16"	3/8"	2	---	.180"	.130"	5/16"	E/D
	Carb. No. 9281 Alt/T	29/32"	2	31/64"	23/64"	7/16"	2	---	.150"	.100"	5/16"	1600
	360" Eng. 49S/Can	29/32"	2	31/64"	23/64"	1/2"	2 5/8	---	.100"	.100"	5/16"	1750
	Carb. No. 9207, 9209 Alt/T	27/32"	2	31/64"	23/64"	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"	7/16"	2	---	.150"	.100"	5/16"	E/D
	Carb. No. 9277, 9278 Alt/T	29/32"	2	33/64"	23/64"	7/16"	2	15/32"	1/8"	1/8"	5/16"	E/D
	440" Eng. Calif.	29/32"	2	31/64"	23/64"	1/2"	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	19/32"	7/64"	3/32"	1/2"	E/D
	Carb. No. 9214 A/T	29/32"	2	31/64"	23/64"	7/16"	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"	1/2"	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	19/32"	7/64"	3/32"	1/2"	E/D
	Carb. No. 9221 A/T	29/32"	2	31/64"	23/64"	7/16"	1 1/4	31/64"	7/64"	3/32"	1/2"	E/D
	Carb. No. 9247 A/T	29/32"	2	33/64"	5/16"	1/2"	1 1/2	19/64"	11/64"	7/64"	1/2"	E/D
	446" Eng.	29/32"	2	33/64"	5/16"	1/2"	1 1/2	25/64"	11/64"	7/64"	1/2"	E/D
	Carb. No. 9240	29/32"	2	33/64"	5/16"	1/2"	1 1/2	1/2"	21/64"	7/64"	1/2"	E/D
	Carb. No. 9241, 9289	29/32"	2	33/64"	5/16"	1/2"	1 1/2	---	---	---	---	---
	Carb. No. 9291	29/32"	2	33/64"	5/16"	1/2"	1 1/2	---	---	---	---	---
1980	TRUCK: CHRYSLER CORP											
	318" Eng. Carb. No. 9288	29/32"	2	33/64"	23/64"	3/8"	2	31/64"	1/8"	1/8"	5/16"	E/D
	9296	29/32"	2	33/64"	23/64"	3/8"	1 1/2	31/64"	7/64"	3/32"	5/16"	E/D
	360" Eng. Carb. No. 9292	29/32"	2	33/64"	23/64"	7/16"	2	31/64"	1/8"	1/8"	5/16"	E/D
	Carb. No. 9298, 9299	29/32"	2	33/64"	5/16"	7/16"	1 1/2	19/32"	9/64"	3/32"	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	29/32"	1	11/32"	3/16"	27/64"	2 1/2	---	.130"	.100"	5/16"	E/D
1982-84												
	318" Eng. Carb. No. 9342	29/32"	1	11/32"	3/16"	27/64"	2 1/2	---	.130"	.100"	5/16"	1600
	318" Eng. Carb. No. 9375	29/32"	1	11/32"	3/16"	3/8"	2 1/2	---	.130"	.100"	5/16"	1800
	360" Eng. Carb. No. 9376	29/32"	1	11/32"	3/16"	3/8"	2	---	.180"	.100"	5/16"	1700
	360" Eng. Carb. No. 9379	29/32"	1	11/32"	---	7/16"	2	---	.130"	.130"	5/16"	1500
	360" Eng. Carb. No. 9386	29/32"	1	11/32"	3/16"	15/32"	2 1/2	---	.170"	.100"	5/16"	1600
	360" Eng. Carb. No. 9387	29/32"	1	11/32"	3/16"	15/32"	2 1/2	---	.150"	.100"	5/16"	1500

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

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

REV. 10/85