



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

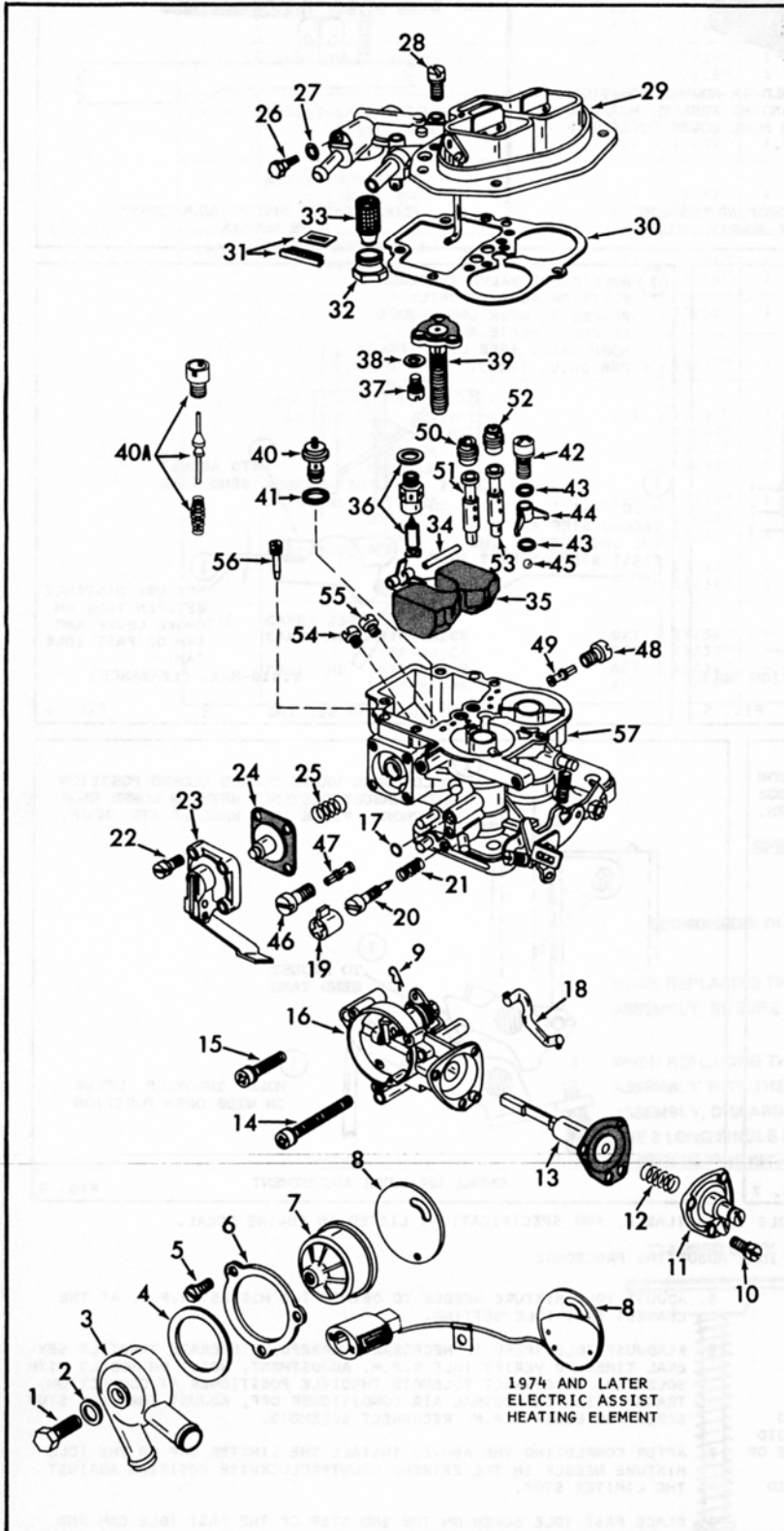
OFF VEHICLE CARBURETOR SERVICE

HOLLEY-MODEL 5200 (WEBER 32/36)

50-415-6

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



1974 AND LATER
ELECTRIC ASSIST
HEATING ELEMENT

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION, BEING CAREFUL TO NOTE SIZES OF JETS AND THEIR LOCATION FOR PROPER ASSEMBLY. TO REMOVE PLASTIC LIMITER CAP (19) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE. CAUTION: SCREWS AND NUTS USED IN THIS CARBURETOR HAVE METRIC THREADS. DO NOT SUBSTITUTE U.S. THREADED SCREWS OR NUTS. TAKE SPECIAL NOTICE IF CARBURETOR HAS (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSEMBLY (39). AND FOLLOW SPECIAL INSTRUCTIONS CAREFULLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - CHOKE WATER HOUSING	30. GASKET - BOWL COVER
2. GASKET - HOUSING SCREW	31. PLUG & CHOKE ROD SEAL
3. HOUSING - CHOKE WATER	32. PLUG - FUEL FILTER
4. GASKET - WATER HOUSING	33. FILTER - FUEL
5. SCREW (3) - RETAINING RING	34. PIN - FLOAT HINGE
6. RING - STAT RETAINING	35. FLOAT ASSY.
7. CHOKE COVER & SPRING ASSY.	36. NEEDLE, SEAT & GASKET ASSY.
8. GASKET - CHOKE COVER	37. SCREW & LOCKWASHER (3) - DIAPHRAGM ASSY.
9. RETAINER - CHOKE ROD	38. WASHER (3) - FLAT
10. SCREW & LOCKWASHER (3) - DIAPHRAGM COVER	39. DIAPHRAGM ASSY. - ECONOMIZER
11. COVER ASSY. - DIAPHRAGM	40. POWER VALVE ASSY.
12. SPRING - DIAPHRAGM RETURN	40A. POWER VALVE ASSY. (SOME MODELS)
13. DIAPHRAGM ASSY. - CHOKE	41. GASKET - POWER VALVE
14. SCREW & LOCKWASHER (1) - CHOKE HOUSING	42. SCREW - PUMP DISCHARGE NOZZLE
15. SCREW & LOCKWASHER (2) - CHOKE HOUSING	43. GASKET (2) - PUMP NOZZLE
16. CHOKE HOUSING ASSY.	44. NOZZLE - PUMP DISCHARGE
17. O-RING - CHOKE HOUSING	45. BALL - PUMP DISCHARGE
18. ROD - FAST IDLE	46. RETAINER - PRI. IDLE JET
19. CAP - IDLE LIMITER	47. JET - PRI. IDLE
20. NEEDLE - IDLE ADJUSTING	48. RETAINER - SEC. IDLE JET
21. SPRING - IDLE NEEDLE	49. JET - SEC. IDLE
22. SCREW & LOCKWASHER (4) - PUMP COVER	50. JET - PRI. HIGH SPEED BLEED
23. PUMP COVER ASSY.	51. TUBE - PRI. MAIN WELL
24. DIAPHRAGM ASSY. - PUMP	52. JET - SEC. HIGH SPEED BLEED
25. SPRING - PUMP RETURN	53. TUBE - SEC. MAIN WELL
26. PLUG	54. JET - PRI. MAIN
27. GASKET - PLUG	55. JET - SEC. MAIN
28. SCREW & LOCKWASHER (5) - BOWL COVER	56. PLUG - PUMP CHANNEL
29. BOWL COVER ASSY.	57. MAIN BODY 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. 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 PARTS CONTAINING RUBBER MATERIALS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

ECONOMIZER DIAPHRAGM ASSY. REPLACEMENT.
1. WHEN REPLACING THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSY. BE SURE TO RETAIN THE 3 OLD SCREWS AND USE OVER.
2. WHEN REPLACING THE (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSY. WITH THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSY. DISCARD THE 3 SHORT SCREWS. USE THE 3 LONG SCREWS CONTAINED IN THIS REPAIR KIT.
DIAPHRAGM INSTALLATIONS - CAREFULLY ALIGN HOLES IN DIAPHRAGM TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

SPRING INSTALLATION - PUMP RETURN SPRING (25) IS HEAVIER THAN CHOKE DIAPHRAGM SPRING (12).

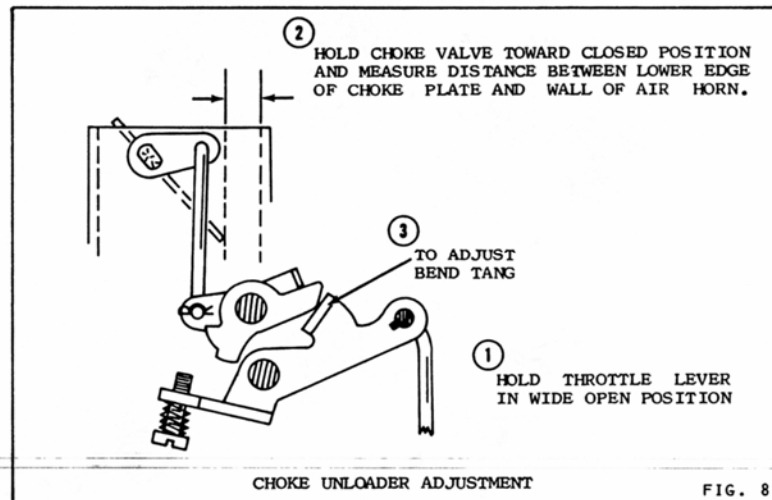
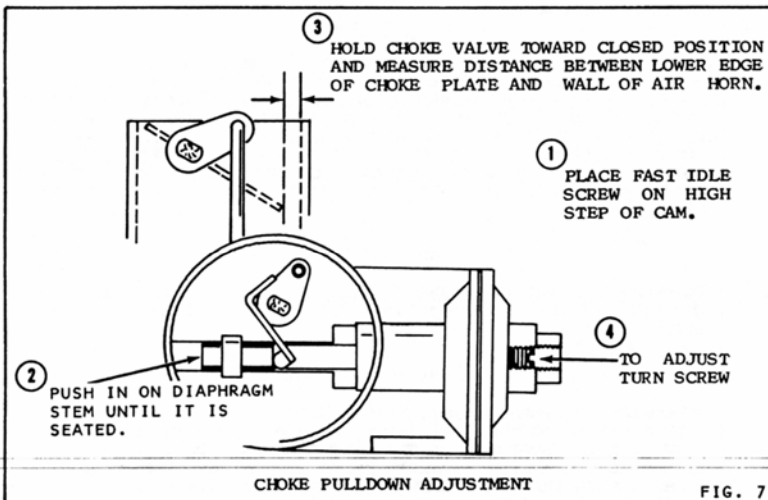
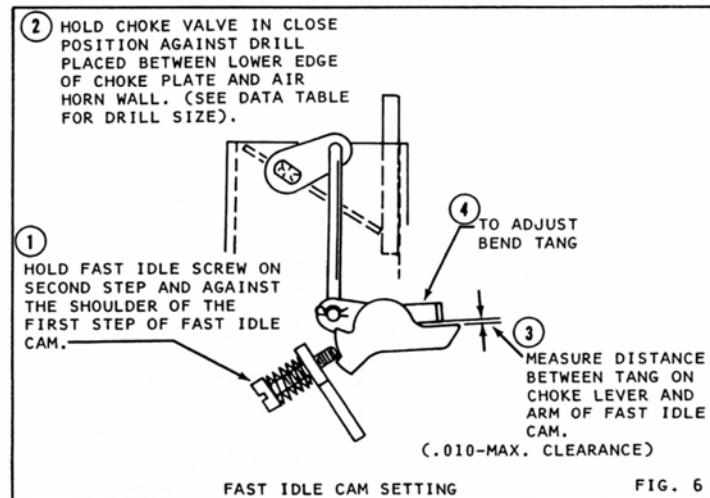
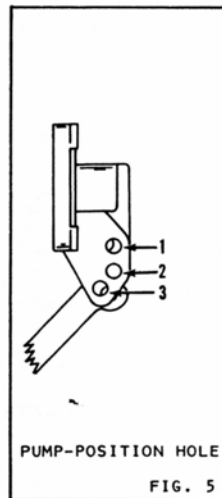
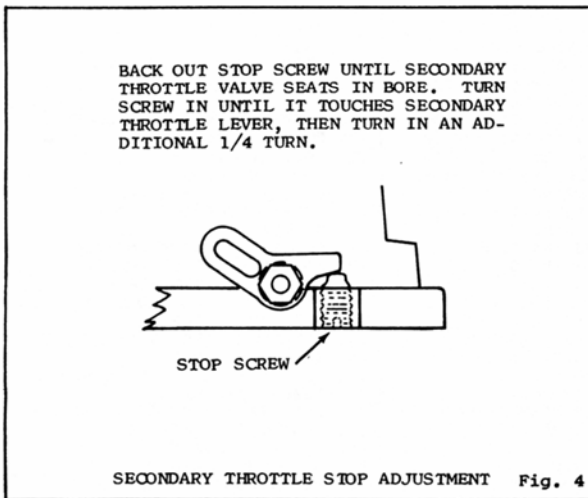
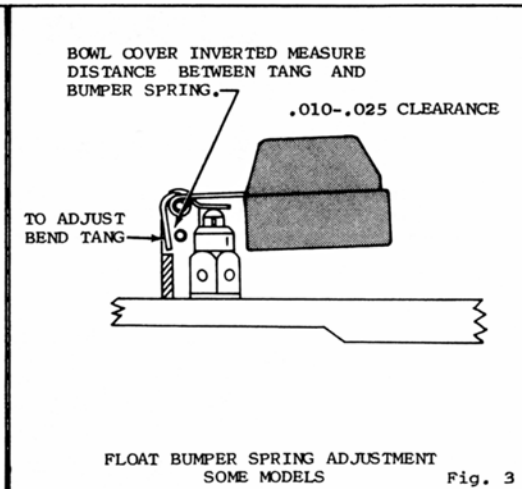
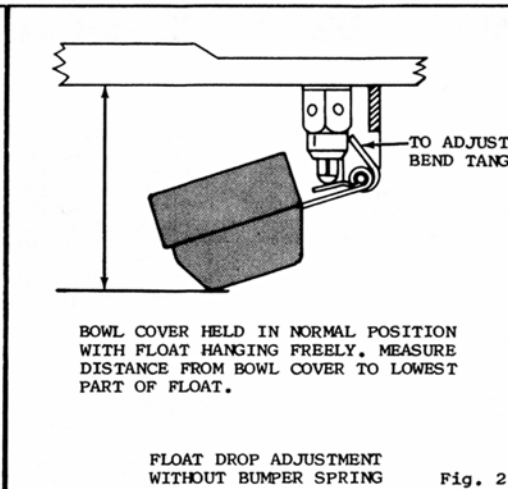
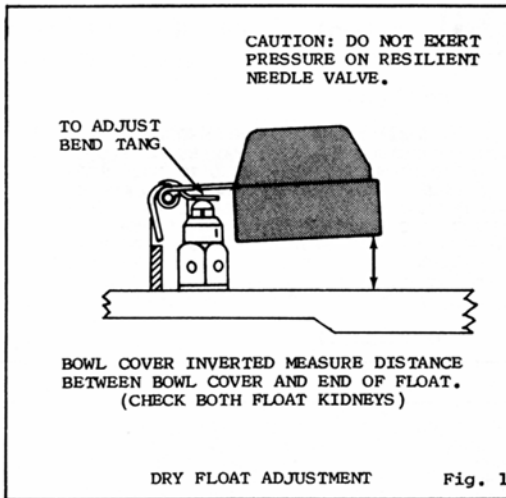
IDLE ADJUSTING NEEDLE (20) - TURN IN UNTIL SEATED, THEN BACK OUT 1½ TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

1975 SUPER CHOKE - BEFORE INSTALLING CHOKE HEATING ELEMENT (8) BE SURE CHOKE PLATE IS IN THE FULLY OPEN OR CLOSED POSITION. (TO INSURE PROPER POSITION OF FAST IDLE CAM LATCH PIN.)

CHOKE COVER (7) INSTALLATION - BE SURE TO INSTALL STAT SPRING LOOP ON PIN OF LEVER.

FLANGE GASKET (INSULATOR) SPECIAL INSTALLATION INSTRUCTIONS FOUND ON PAGE 4

ADJUSTMENTS



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

SUPPLEMENT SLOW IDLE ADJUSTING PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE.
 - B. HEADLIGHTS ON HIGH BEAM.
 - C. AIR CONDITIONER ON. (1971-1972 ONLY)
3. USING A TACKOMETER SET CURB IDLE SPEED. MODELS WITHOUT SOLENOID THROTTLE POSITIONER USE IDLE SPEED SCREW. ON MODELS WITH SOLENOID THROTTLE POSITIONER, USE ONE OF THREE METHODS DEPENDING ON TYPE OF SOLENOID USED. 1. ADJUST THE LENGTH OF THE SOLENOID PLUNGER 2. MOVING SOLENOID IN THE BRACKET OR 3. ADJUSTING SCREW IS PROVIDED IN THE THROTTLE LEVER. NOTE: SOLENOID MUST BE ENERGIZED.
4. AIR CLEANER INSTALLED.
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE-SETTING.
6. READJUST IDLE SPEED IF NECESSARY. CAREFULLY OPERATE THROTTLE SEVERAL TIMES TO VERIFY IDLE R.P.M. ADJUSTMENT. NOTE: ON MODELS WITH SOLENOID, DISCONNECT SOLENOID THROTTLE POSITIONER AT CONNECTION, TRANSMISSION IN NEUTRAL AIR CONDITIONER OFF, ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. RECONNECT SOLENOID.
7. AFTER COMPLETING THE ABOVE, INSTALL THE LIMITER CAP ON THE IDLE MIXTURE NEEDLE IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP.
8. PLACE FAST IDLE SCREW ON THE 2ND STEP OF THE FAST IDLE CAM AND ADJUST TO SPECIFIED R.P.M.

ADJUSTMENT DATA TABLE

YEAR	MAKE		DRY FLOAT LEVEL	FLOAT DROP SETTING	PUMP PIN POSITION	FAST IDLE CAM SETTING	CHOKE PULL DOWN SETTING	UNLOADER SETTING	AUTO CHOKE SETTING	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
1971	CAPRI 2000CC ENG.	S/T	7/16"	1 7/8"	NO. 2	3/32"	15/64"	1/4"	1-LEAN	750/500	1600
1971	PINTO 2000CC ENG.	S/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	750	1600
		A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	650	1800
	W/AC	A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	650/500	1800
1972	CAPRI-PINTO 2000CC ENG.	A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	INDEX	650/500	1800
1972-73	CAPRI 2600CC ENG.	S/T	7/16"	1 7/8"	NO. 2	1/8"	15/64"	1/4"	1-LEAN	ENG/DECAL	1600
		A/T	7/16"	1 7/8"	NO. 2	1/8"	15/64"	1/4"	INDEX	ENG/DECAL	1800
1973	CAPRI-PINTO 2000CC ENG.	S/T	7/16"	1 7/8"	NO. 2	1/8"	5/32"	1/4"	1-LEAN	ENG/DECAL	1600
		A/T	7/16"	1 7/8"	NO. 2	5/32"	5/32"	1/4"	INDEX	ENG/DECAL	1800
1974	BOBCAT-CAPRI-PINTO 2000CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	15/64"	1/4"	INDEX	ENG/DECAL	—
		A/T	15/32"	1 7/8"	NO. 2	5/32"	15/64"	1/4"	INDEX	ENG/DECAL	—
1974	BOBCAT-MUSTANG II- PINTO 2300CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	1/4"	1-RICH	ENG/DECAL	—
		A/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	1/4"	INDEX	ENG/DECAL	—
1974	CAPRI-MUSTANG II 2800CC ENG.	S/T	7/16"	1 7/8"	NO. 2	13/64"	13/64"	1/4"	1-RICH	ENG/DECAL	—
		A/T	7/16"	1 7/8"	NO. 2	13/64"	13/64"	1/4"	1-RICH	ENG/DECAL	—
1975	CAPRI 2300CC ENG	ALL/T	15/32"	1 7/8"	NO. 2	5/32"	1/4"	9/32"	INDEX	ENG/DECAL	—
1975	MUSTANG, PINTO 2300CC ENG.	ALL/T	15/32"	1 7/8"	NO. 2	7/64"	13/64"	9/32"	1-LEAN	ENG/DECAL	—
1976	BOBCAT-PINTO 2300CC ENG. CARB. NO. D6EE-AA, HA, HB	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	1-LEAN	ENG/DECAL	—
	D6EE-FA, MA		15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—
	D6EE-JA		15/32"	1 7/8"	NO. 2	13/64"	9/32"	9/32"	1-LEAN	ENG/DECAL	—
	D6EE-LA		15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	INDEX	ENG/DECAL	—
	BOBCAT-PINTO-SW, 2300CC ENG. CARB. NO. D6EE-BA	A/T	15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—
	D6ZE-FA		15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—
	D6EE-EA		15/32"	1 7/8"	NO. 2	5/64"	13/64"	9/32"	INDEX	ENG/DECAL	—
	BOBCAT-PINTO, CALIF. 2300CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	1-LEAN	ENG/DECAL	—
		A/T	15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—
1976	CAPRI 2300CC ENG. CARB. NO. 767F-AB, CB	S/T	15/32"	—	NO. 2	5/32"	9/32"	17/64"	1-LEAN	ENG/DECAL	1600
	757F-AA, CA	S/T	15/32"	—	NO. 2	3/16"	1/4"	17/64"	1-RICH	ENG/DECAL	1600
	CARB. NO. 767F-BB, DB	A/T	15/32"	—	NO. 2	7/64"	1/4"	17/64"	INDEX	ENG/DECAL	2000
	757F-BA, DA	A/T	15/32"	—	NO. 2	5/32"	1/4"	17/64"	INDEX	ENG/DECAL	1800

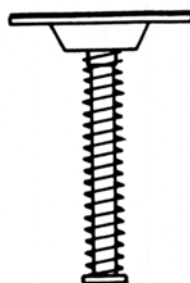
SPECIAL INSTRUCTIONS

MODEL 5200

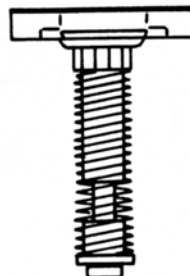
ECONOMIZER DIAPHRAGM ASSEMBLY REPLACEMENT

1. WHEN REPLACING THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSEMBLY, BE SURE TO RETAIN THE 3 OLD SCREWS AND USE OVER.
2. WHEN REPLACING THE (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSEMBLY WITH THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSEMBLY, DISCARD THE 3 SHORT (8 x 32 THREAD) SCREWS. USE THE 3 LONG SINGLE SLOTTED HEAD (8 x 32 THREAD) SCREWS CONTAINED IN THIS KIT.

STAMPED BODY



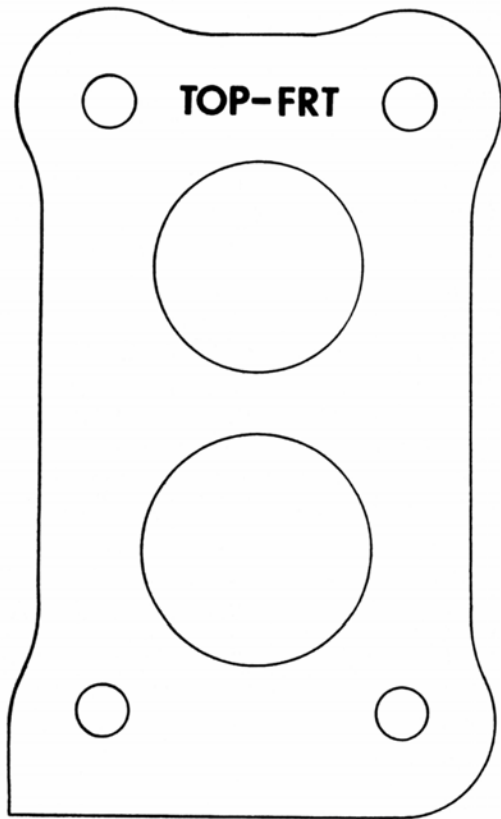
CAST BODY



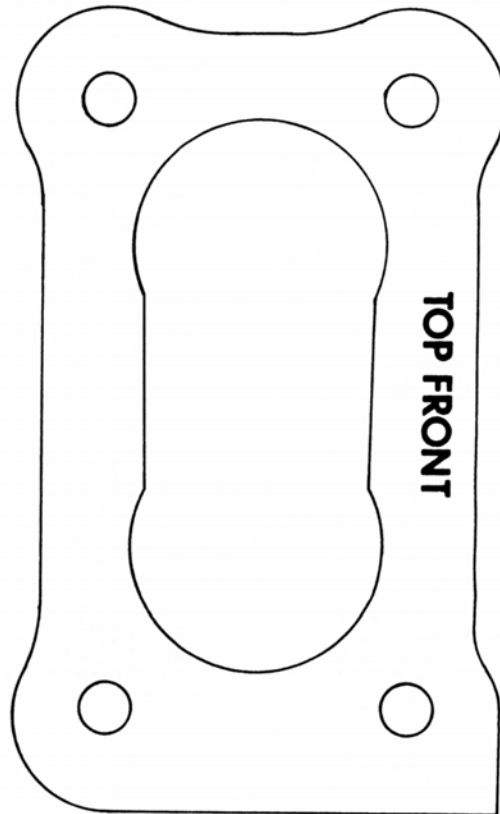
**SPECIAL INSTALLATION INSTRUCTIONS
FOR
1974 2.8 LTR. ENG. FLANGE INSULATOR**

The flange insulator packaged in this tune-up kit is of a different configuration than the flange insulator found on the intake manifold spacer.

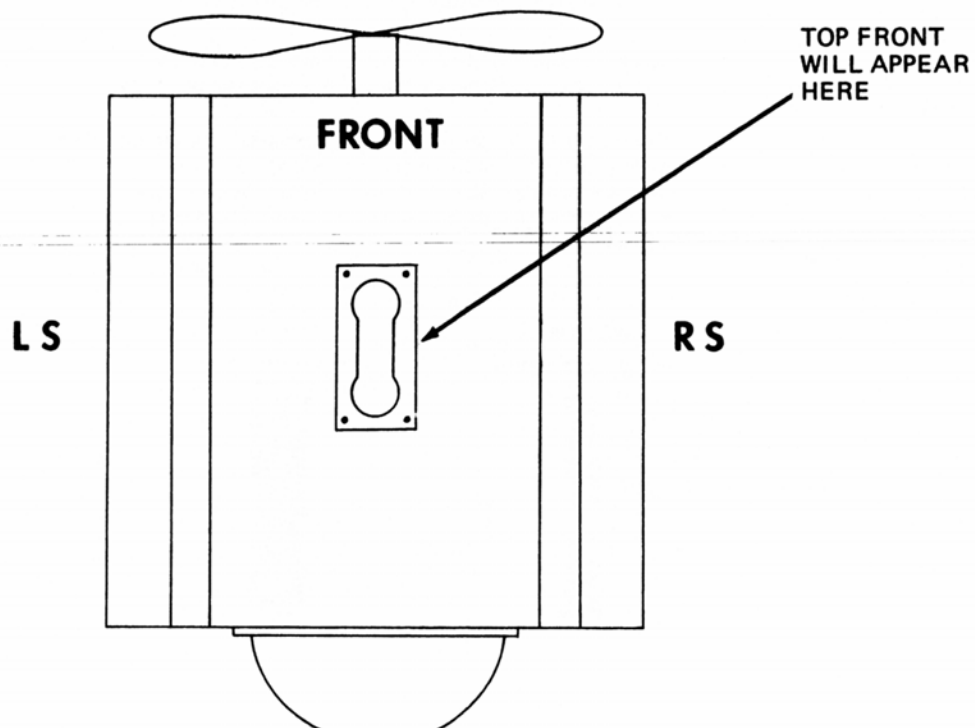
This insulator must be installed with the words "Top Front" that are stamped on the insulator facing the right side of the engine. See illustration below.



ORIGINAL PART



REPLACEMENT PART



INSTRUCTION SHEET

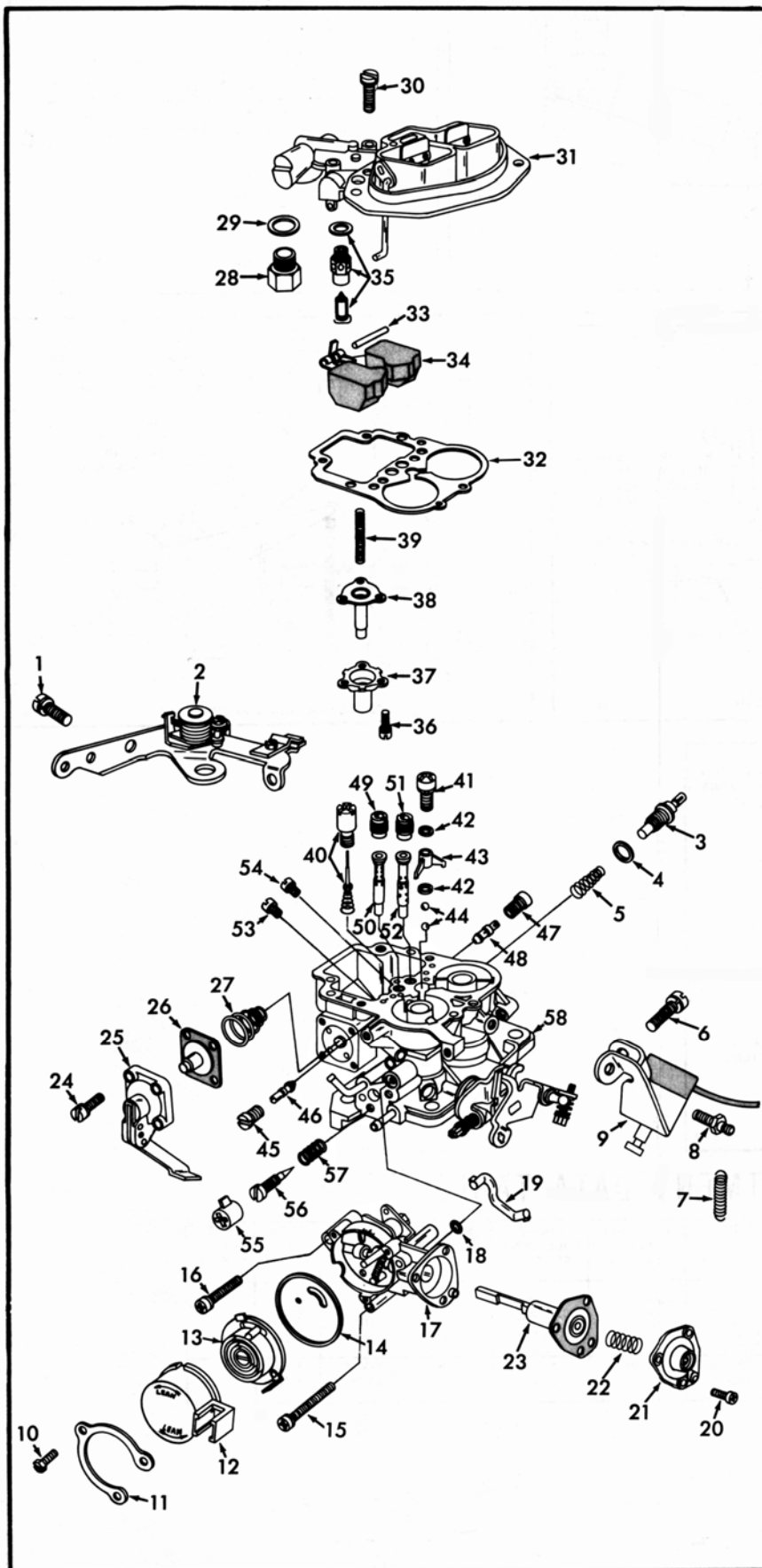
OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 5200

IS-50-538

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: NOTE SIZES OF
JETS, MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSY.
(RECORD SIZES BELOW.)

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2)- BRACKET	29. GASKET- FITTING
2. BELL CRANK MECHANISM	30. SCREW & LOCKWASHER (5)- BOWL COVER
3. PLUNGER ASSY.- ALTITUDE COMPENSATOR	31. BOWL COVER ASSY.
4. GASKET- PLUNGER ASSY.	32. GASKET- BOWL COVER
5. SPRING- PLUNGER RETURN	33. PIN- FLOAT HINGE
6. SCREW & LOCKWASHER- SOLENOID BRACKET	34. FLOAT ASSY.
7. SPRING- SECONDARY PICKUP RETURN	35. NEEDLE, SEAT & GASKET ASSY.
8. STUD & LOCKWASHER- SPRING	36. SCREW & LOCKWASHER (3)- COVER
9. SOLENOID ASSY.	37. COVER- DIAPHRAGM
10. SCREW (3)- CHOKE COVER RETAINER	38. DIAPHRAGM ASSY.- POWER VALVE ACTUATOR
11. RETAINER- CHOKE COVER	39. SPRING- DIAPHRAGM
12. COVER- CHOKE COIL	40. POWER VALVE ASSY.
13. COIL ASSY.- CHOKE	41. SCREW- PUMP NOZZLE
14. INSULATOR GASKET- COIL ASSY.	42. GASKET (2)- PUMP NOZZLE
15. SCREW & LOCKWASHER (1)- CHOKE HOUSING (LONG)	43. NOZZLE- PUMP DISCHARGE
16. SCREW & LOCKWASHER (2)- CHOKE HOUSING	44. BALL (2)- PUMP DISCHARGE CHECK
17. CHOKE HOUSING ASSY.	45. RETAINER- PRI. IDLE JET
18. O-RING - CHOKE HOUSING	46. JET- PRI. IDLE
19. ROD- FAST IDLE	47. RETAINER- SEC. IDLE JET
20. SCREW & LOCKWASHER (3)- DIAPHRAGM COVER	48. JET- SEC. IDLE
21. COVER ASSY.- DIAPHRAGM	49. JET- PRI. HIGH SPEED AIR
22. SPRING- DIAPHRAGM RETURN	50. TUBE- PRI. MAIN WELL
23. DIAPHRAGM ASSY.- CHOKE	51. JET- SEC. HIGH SPEED AIR
24. SCREW & LOCKWASHER (4)- PUMP COVER	52. TUBE- SEC. MAIN WELL
25. COVER ASSY.- PUMP	53. JET- PRI. MAIN
26. DIAPHRAGM ASSY.- PUMP	54. JET- SEC. MAIN
27. SPRING- DIAPHRAGM RETURN	55. CAP- IDLE LIMITER
28. FITTING- FUEL INLET	56. NEEDLE- IDLE ADJUSTING
	57. SPRING- IDLE ADJ. NEEDLE
	58. MAIN 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 PARTS CONTAINING RUBBER MATERIAL,
PLASTIC FLOAT, CHOKE COIL ASSY, SOLENOIDS, IN CLEANING
SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (56)- TURN IN UNTIL LIGHTLY SEATED,
THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT
THIS TIME.)

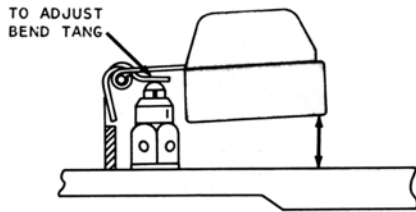
CHECK BALL (44)- 2 BALLS OR USED, ONE AS A WEIGHT

PUMP RETURN SPRING (27)- INSTALL WITH SMALL DIAMETER
AGAINST CARBURETOR BOWL.

CHOKE COIL ASSY. (13)- WHEN INSTALLING CAREFULLY LOCATE
STAT SPRING LOOP ON PIN OF LEVER.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

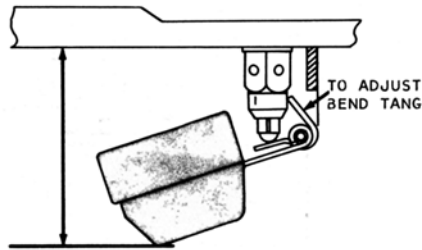


BOWL COVER INVERTED MEASURE DISTANCE BETWEEN BOWL COVER AND END OF FLOAT. (DO NOT COMPRESS SPRING LOADED NEEDLE) (CHECK BOTH FLOAT KIDNEYS)

DRY FLOAT ADJUSTMENT

FIG. 1

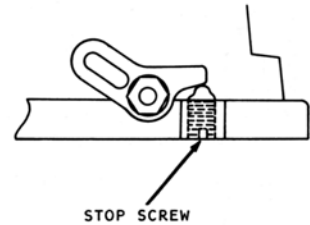
BOWL COVER HELD IN NORMAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOWL COVER TO LOWEST PART OF FLOAT.



FLOAT DROP ADJUSTMENT

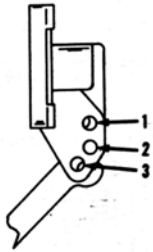
FIG. 2

BACK OUT STOP SCREW UNTIL SECONDARY THROTTLE VALVE SEATS IN BORE. TURN SCREW IN UNTIL IT TOUCHES SECONDARY THROTTLE LEVER, THEN TURN IN AN ADDITIONAL 1/4 TURN.



SECONDARY THROTTLE STOP ADJUSTMENT

FIG. 3



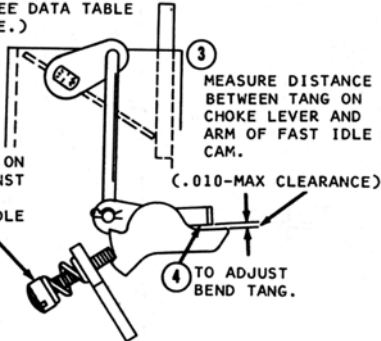
PUMP- POSITION HOLE

FIG. 4

② HOLD CHOKE VALVE IN CLOSED POSITION AGAINST DRILL PLACED BETWEEN LOWER EDGE OF CHOKE PLATE AND AIR HORN WALL. (SEE DATA TABLE FOR DRILL SIZE.)

①

HOLD FAST IDLE SCREW ON SECOND STEP AND AGAINST THE SHOULDER OF THE FIRST STEP OF FAST IDLE CAM.



FAST IDLE CAM SETTING

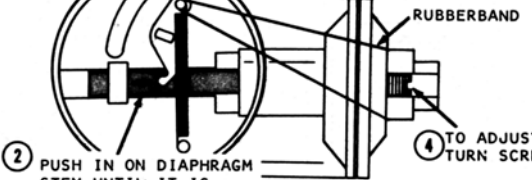
FIG. 5

③ HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND WALL OF AIR HORN.

① PLACE FAST IDLE SCREW ON HIGH STEP OF CAM. ATTACH RUBBER BAND TO REMOVE SLACK FROM CHOKE LINKAGE.

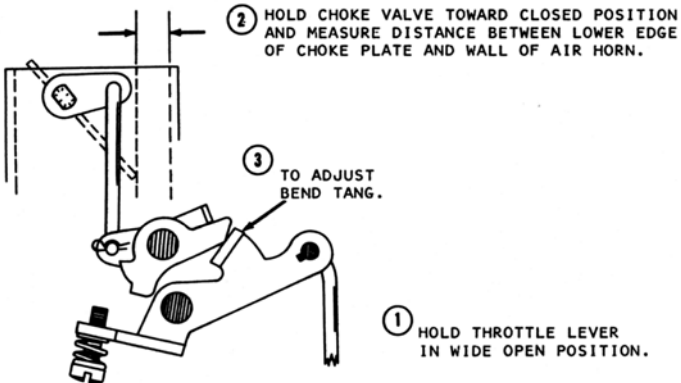
②

PUSH IN ON DIAPHRAGM STEM UNTIL IT IS SEATED.



CHOKE PULLDOWN ADJUSTMENT

FIG. 6



CHOKE UNLOADER ADJUSTMENT

FIG. 7

ADJUSTMENT DATA TABLE

YEAR	MAKE	DRY FLOAT LEVEL	FLOAT DROP SETTING	PUMP PIN POSITION	FAST IDLE CAM SETTING	CHOKE PULL DOWN SETTING	UNLOADER SETTING	AUTO CHOKE SETTING	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
1977	BOBCAT, MUSTANG, PINTO, 2.3L ENG.	M/T 15/32"	1 7/8"	NO. 2	1/8"	1/4"	1/4"	2-RICH	E/D	**
		A/T 15/32"	1 7/8"	NO. 2	1/8"	1/4"	1/4"	INDEX	E/D	**
		A/T 15/32"	1 7/8"	NO. 2	1/8"	13/16"	3/16"	INDEX	E/D	**
	CAPRI 2.3L ENG.	M/T 15/32"	----	NO. 2	1/8"	1/4"	1/4"	2-RICH	E/D	**
		A/T 15/32"	----	NO. 2	1/8"	1/4"	1/4"	INDEX	E/D	**

** M/T =1600
1800 W/O EGR
A/T =1800 W/O EGR
E/D =ENGINE DECAL