



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.

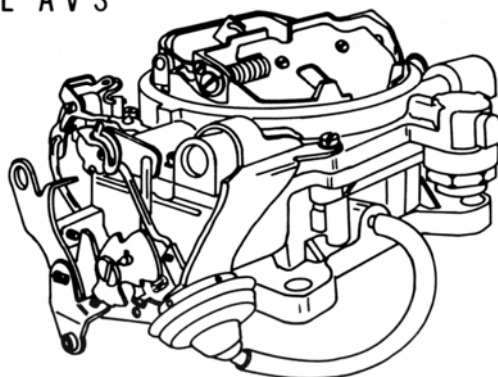
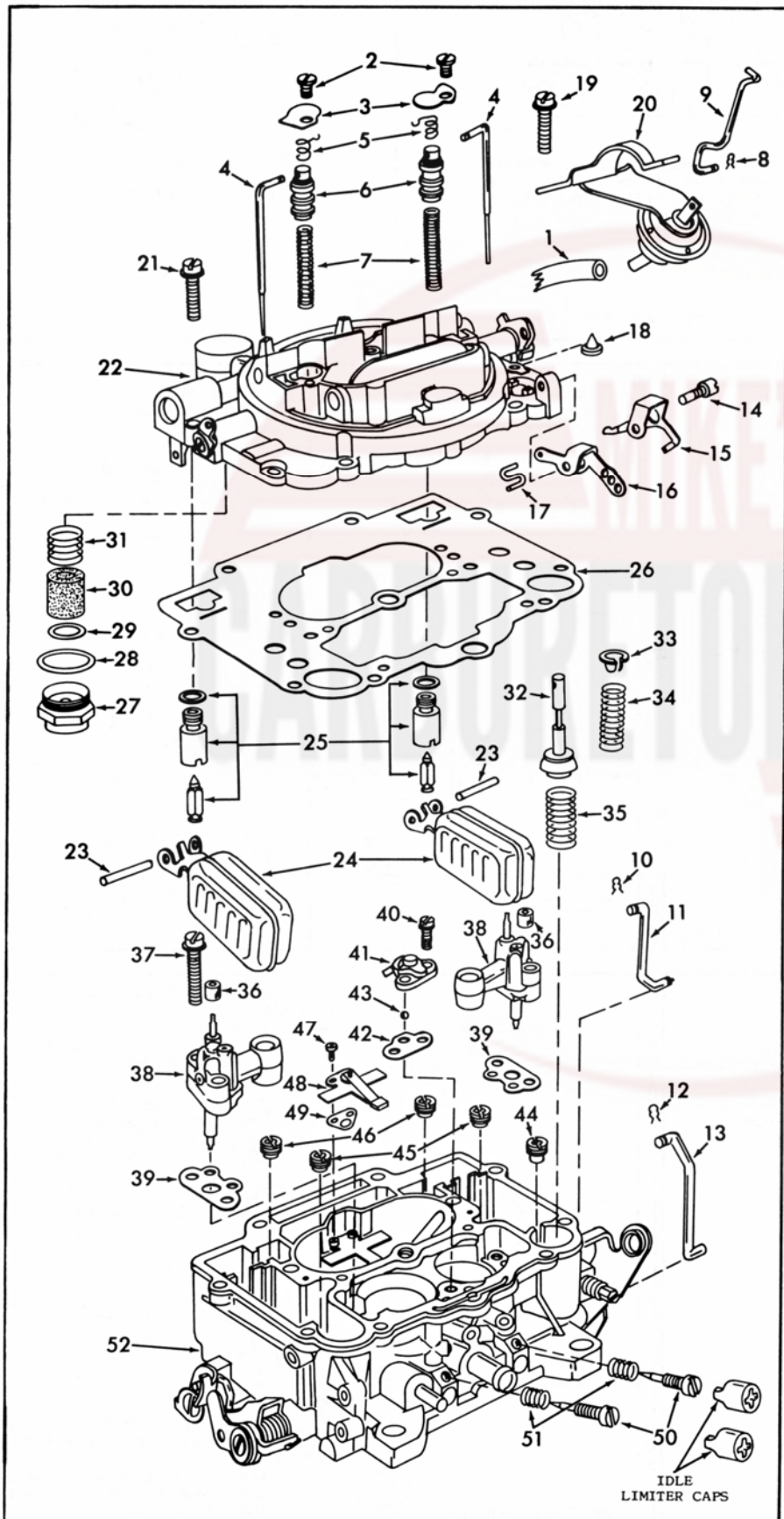
INSTRUCTION SHEET

CARTER CARBURETOR—MODEL AVS

50-376-3

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: CAREFULLY REMOVE RUBBER IDLE VENT VALVE (18), BEING CAREFUL NOT TO BEND SPRING ARM. IF MAIN METERING JETS (44) PRIMARY AND (45) SECONDARY ARE REMOVED, NOTE PRIMARY JETS HAVE LARGE HOLES AND SECONDARY HAVE SMALL HOLES. CAUTION: 1968 AND EARLY 69 HAVE SPECIAL IDLE ADJUSTMENT SCREWS PLUGGED AND FACTORY SEALED, DO NOT REMOVE. SINGLE IDLE ADJUSTING NEEDLE HAS LEFT HAND THREAD. LATE 1969 AND UP HAVE IDLE LIMITER CAPS, DO NOT REMOVE CAPS UNLESS SERVICE CAPS ARE AVAILABLE.

NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE - VACUUM BREAK	26. GASKET - BOWL COVER
2. SCREW - COVER PLATE (2)	27. FITTING - FUEL INLET
3. PLATE - COVER (2)	28. GASKET - FUEL INLET FITTING
4. ROD - STEP UP (2)	29. GASKET - FUEL FILTER
5. RETAINER - STEP UP ROD (2)	30. FILTER - FUEL
6. PISTON - STEP UP (2)	31. SPRING - FUEL FILTER
7. SPRING - STEP UP PISTON (2)	32. PUMP PLUNGER
8. RETAINER - VACUUM BREAK CONNECTOR ROD	33. RETAINER - PUMP SPRING
9. ROD - VACUUM BREAK CONNECTOR	34. SPRING - PUMP
10. RETAINER - FAST IDLE ROD	35. SPRING - PUMP RETURN
11. ROD - FAST IDLE	36. SLEEVE - VENTURI VENT (2)
12. RETAINER - PUMP ROD	37. SCREW - PRIMARY VENTURI (4)
13. ROD - PUMP	38. VENTURI - PRIMARY (2)
14. SCREW - PUMP ARM	39. GASKET - PRIMARY VENTURI (2)
15. ARM - IDLE VENT	40. SCREW - PUMP JET (2)
16. ARM - PUMP	41. JET - PUMP
17. LINK - PUMP	42. GASKET - PUMP JET
18. VALVE - IDLE VENT	43. BALL - PUMP DISCHARGE
19. SCREW - VACUUM BREAK BRACKET (2)	44. PUMP INTAKE CHECK
20. VACUUM BREAK & BRACKET ASSY.	45. JET - PRIMARY MAIN (2)
21. SCREW - BOWL COVER (6)	46. JET - SECONDARY MAIN (2)
22. BOWL COVER ASSY.	47. SCREW - IDLE COMPENSATOR (2)
23. PIN - FLOAT LEVER (2)	48. IDLE COMPENSATOR (SOME MODELS)
24. FLOAT & LEVER ASSY. (2)	49. GASKET - IDLE COMPENSATOR
25. NEEDLE, SEAT & GASKET ASSY.	50. NEEDLE - IDLE ADJUSTING (2)
	51. SPRING - IDLE ADJUSTING NEEDLE (2)
	52. THROTTLE BODY & FLOAT BOWL 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. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK VACUUM BREAK UNIT (20), RUBBER OR LEATHER PARTS IN SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

PUMP PLUNGER (32) INSTALLATION. REMOVE RETAINER (33) AND SPRING (34) FROM OLD PLUNGER AND INSTALL ON NEW PLUNGER. REMOVE PAPER SLEEVE FROM LEATHER CUP. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

PUMP LINK (17) IS INSTALLED WITH OFFSET TOWARD PUMP ARM.

IDLE ADJUSTING NEEDLES (49). TURN EACH NEEDLE INTO SEAT LIGHTLY AND THEN BACK OUT 1 1/2 TURNS.

1968 AND EARLY 69 WITH SINGLE IDLE ADJUSTING NEEDLE, LEFT HAND THREAD. TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 TURN.

ADJUSTMENTS

SIDES OF FLOATS SHOULD BE PARALLEL WITH SIDES OF BOWL COVER.

TO ADJUST BEND FLOAT LEVER ARMS.

MINIMUM CLEARANCE BETWEEN FLOAT LEVER ARMS AND BOWL COVER LUGS WITHOUT BINDING.

FLOAT ALIGNMENT

CAUTION
DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

*MEASURE FROM GASKET TO TOP OF FLOAT

TO ADJUST BEND FLOAT LEVER.

BOWL COVER GASKET IN PLACE. MEASURE FROM GASKET TO BOTTOM OF FLOAT TOE END. (SEE DATA TABLE FOR MEASUREMENT).

FLOAT LEVEL

*MEASURE FROM GASKET TO TOP OF FLOAT

TO ADJUST BEND FLOAT TANG.

FLOAT HANGING FREELY. MEASURE FROM GASKET SURFACE TO BOTTOM OF FLOAT. (SEE DATA TABLE FOR MEASUREMENT).

FLOAT DROP

FLOAT ADJUSTMENTS

Fig. 1

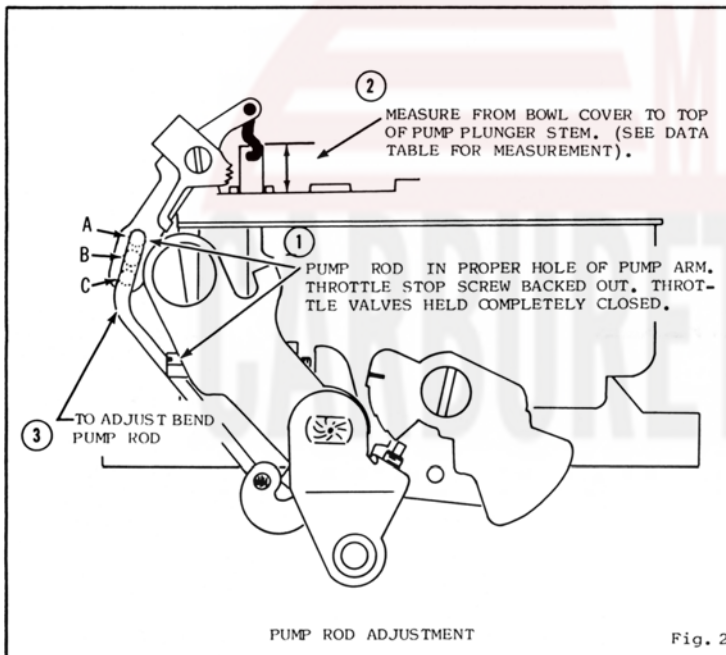


Fig. 2

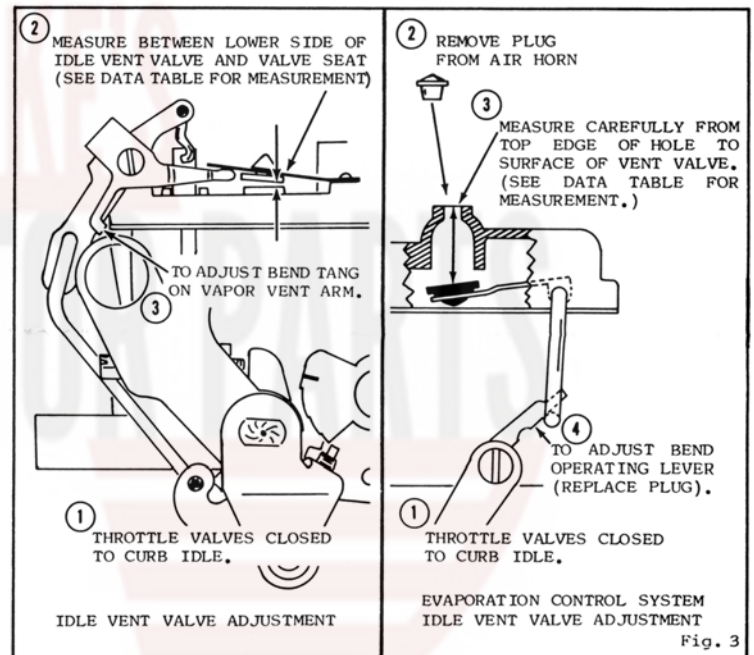


Fig. 3

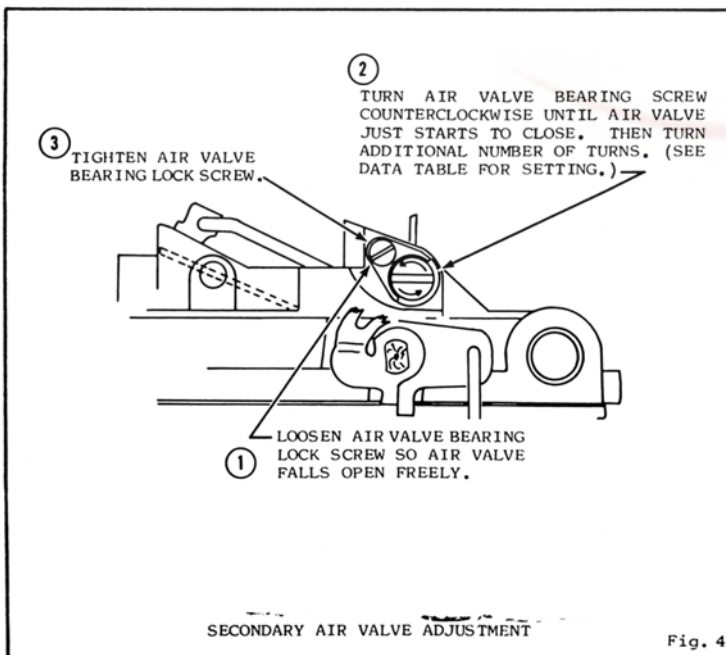


Fig. 4

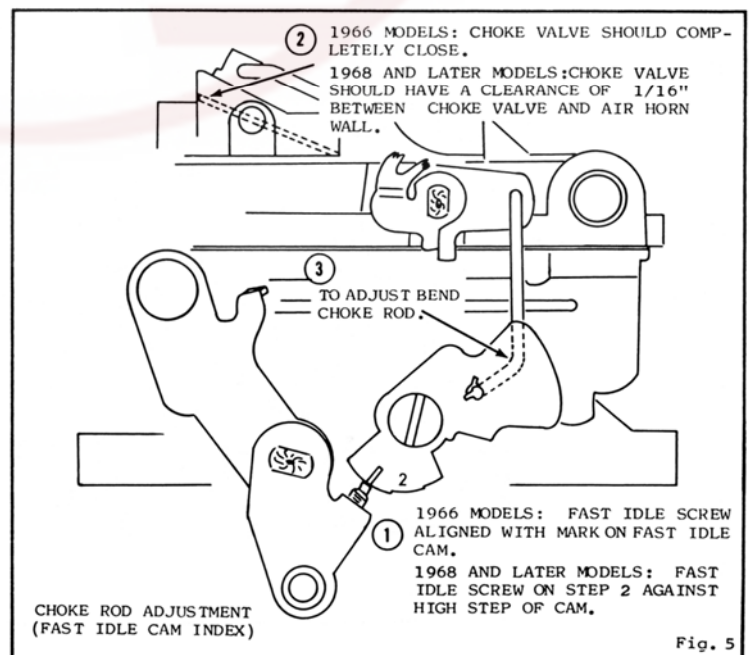
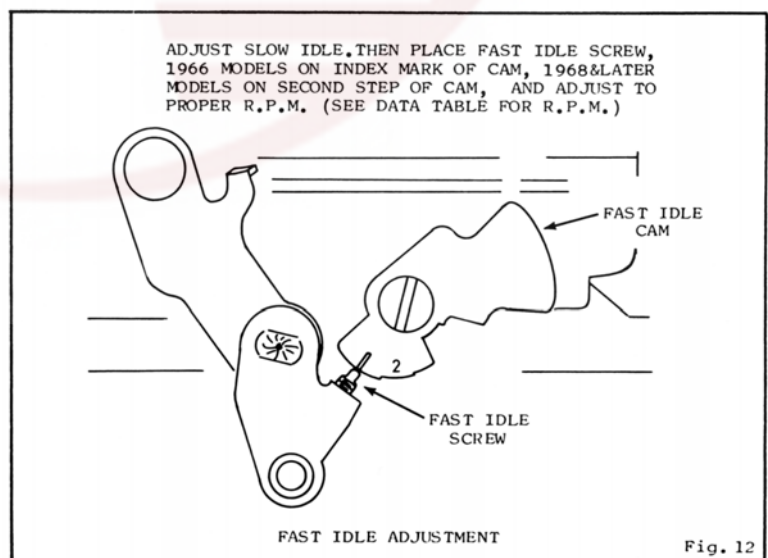
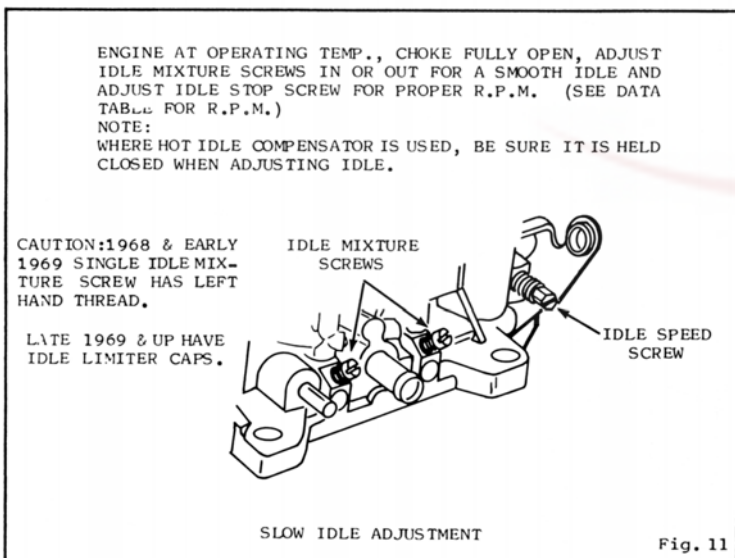
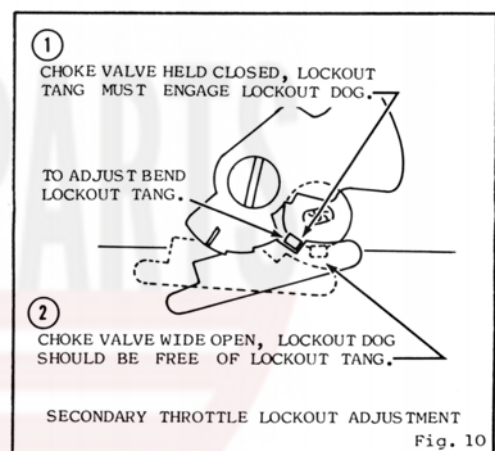
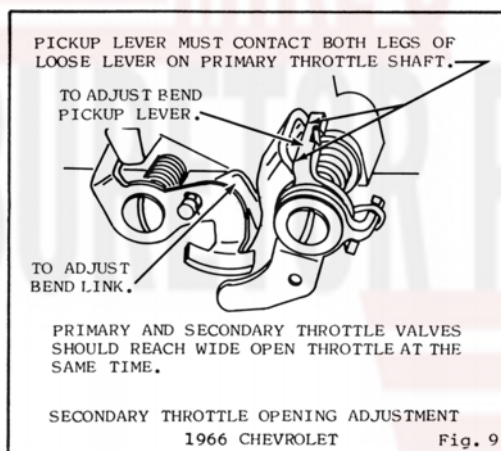
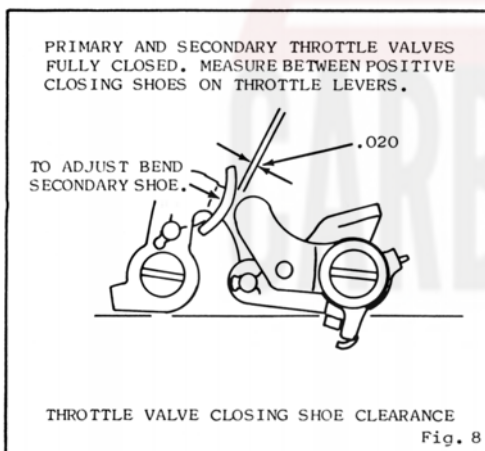
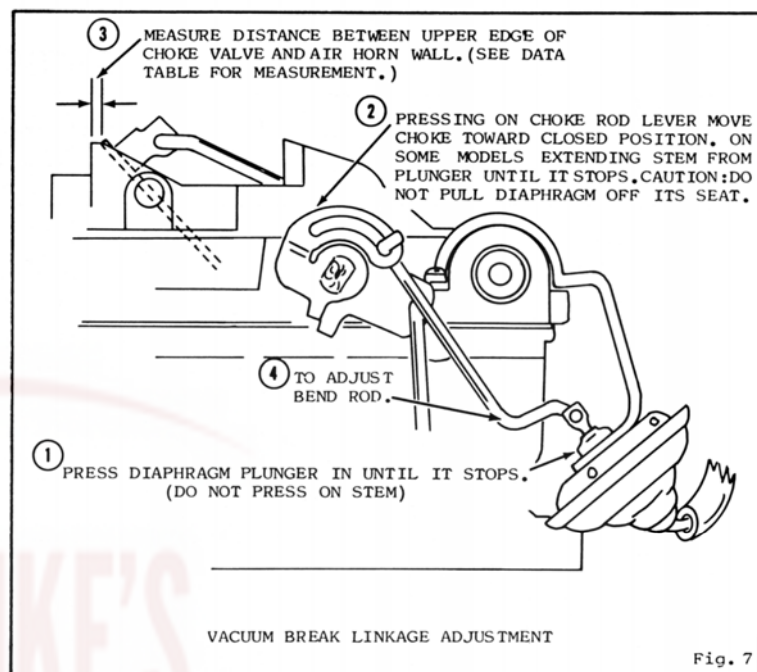
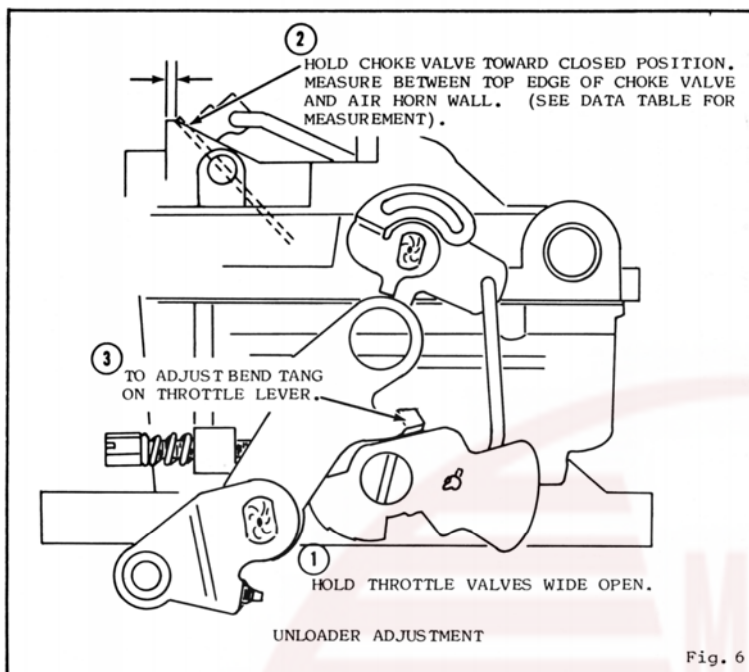


Fig. 5



ADJUSTMENT DATA TABLE

YEAR	MAKE	FLOAT LEVEL	FLOAT DROP	PUMP HOLE	ROD DIMEN.	IDLE VENT	SECONDARY AIR VALVE	UNLOADER	VACUUM BREAK	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
1966	CHEVELLE, CHEVROLET & CHEVY II 327"ENG.	1 15/32"	2"	A	33/64"	1/32"	2 1/4 TURNS	11/64"	1/8"	450-500 A/T in Dr.	2200
1968	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT 383"ENG. A/T S/T 340"ENG. A/T S/T 440"ENG. A/T S/T	5/16"* 5/16"* 7/32"* 7/32"* 7/32"* 7/32"*	13/16"* 13/16"* 23/32"* 23/32"* 23/32"* 23/32"*	B B B B B B	7/16" 7/16" 7/16" 7/16" 7/16" 7/16"	1/8" 1/8" 1/8" 1/8" 1/8" 1/8"	2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS	1/4" 1/4" 1/4" 1/4" 1/4" 1/4"	3/32" 3/16" 5/64" 3/16" 5/32" 3/16"	650 N. 650 N. 650 N. 700 N. 650 N. 650 N.	1600 1600 1400 1700 1400 1600
1969	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, 340"ENG. A/T S/T 383"ENG. A/T S/T 440"ENG. A/T S/T	7/32"* 7/32"* 5/16"* 5/16"* 7/32"* 7/32"*	23/32"* 23/32"* 13/16"* 13/16"* 23/32"* 23/32"*	B B B B B B	7/16" 7/16" 7/16" 7/16" 7/16" 7/16"	1/8" 1/8" 1/8" 1/8" 1/8" 1/8"	2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS	1/4" 1/4" 1/4" 1/4" 1/4" 1/4"	5/64" 7/64" 5/64" 7/64" 7/64" 5/32"	700 N. 750 N. 650 N. 700 N. 650 N. 700 N.	1700 1700 1700 1700 1700 1700
1970	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT CAS 340"ENG. A/T S/T ECS 340"ENG. A/T S/T CAS 383"ENG. A/T ECS 383"ENG. A/T CAS 440"ENG. ALL/T ECS 440"ENG. ALL/T	7/32"* 7/32"* 7/32"* 7/32"* 5/16"* 5/16"* 7/32"* 7/32"*	23/32"* 23/32"* 23/32"* 23/32"* 13/16"* 13/16"* 23/32"* 23/32"*	B B B B B B B B	7/16" 7/16" 7/16" 7/16" 7/16" 7/16" 7/16" 7/16"	1/8" 1/8" 3/4" 3/4" 1/8" 3/4" 1/8" 3/4"	2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS 2 TURNS	1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4"	5/64" 7/64" 5/64" 7/64" 3/32" 3/32" 5/32" 5/32"	900N 950N 900N 950N 700N 700N 800A/T 900S/T	2000 2000 2000 2000 1700 1700 1800A/T 2000S/T
1971	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT 383" ENG. A/T 440" STD.ENG. A/T 440" HIGH PERF. ENG. ALL/T	5/16"* 7/32"* 7/32"*	23/32"* 23/32"* 23/32"*	B B B	9/16" 7/16" 7/16"	3/4" 3/4" 3/4"	2 1/2 TURNS 2 1/2 TURNS 2 1/2 TURNS	1/4" 1/4" 1/4"	5/64" 5/32" 5/32"	800 N. 750 N. 900 N.	1800 1600 1800S/T 2000A/T

CAS=CLEANER AIR SYSTEM

ECS=EVAPORATION CONTROL SYSTEM