



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.

ADJUSTMENT DATA TABLE
CARTER CARBURETOR - MODEL YF
USE WITH 50-433-7

Year	Make	Dry Float Level	Fast Idle	Fast Idle Linkage	Choke Valve Pulldown	Unloader	Auto Choke Setting	Slow Idle R.P.M.	W/Solenoid Idle R.P.M.	Dachpot	Fast Idle R.P.M.
1970	American Mtrs. 199" 232" S/T	7/16"	1/32"	---	---	5/16"	INDEX	600	---	1/8"	2300
	A/T	7/16"	1/32"	---	---	9/32"	INDEX	650	---	---	2300
	Carb. No. 4978S	15/32"	1/32"	---	---	9/32"	1-RICH	650	---	---	2300
1971	American Mtrs. 232" 258" S/T	7/16"	1/32"	---	---	5/16"	1-RICH	700	---	1/8"	2300
	A/T	7/16"	1/32"	---	---	5/16"	INDEX	600	---	---	2300
1972	American Mtrs. 232" 258" All/T	7/16"	---	7/32"	15/64"	5/16"	INDEX	600	---	3/32"	2300
1973	American Mtrs. 232" 258" All/T	15/32"	---	13/64"	7/32"	5/16"	1-RICH	E/D	E/D	3/32"	2000
1974	American Mtrs. 232" 258" All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	3/32"	1600
1975	American Mtrs. 232" 258" All/T	15/32"	---	3/16"	13/64"	9/32"	1-RICH	E/D	E/D	3/32"	1600
1976	American Mtrs. 232" 258" All/T	15/32"	---	3/16"	13/64"	9/32"	1-RICH	E/D	E/D	---	1600
	Carb. No. 7084S, 7086S	15/32"	---	3/16"	13/64"	9/32"	2-RICH	E/D	E/D	3/32"	1600
1977	American Mtrs. 232" 258"										
	Fed. & Can. All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1600
	Altitude A/T	15/32"	---	13/64"	---	5/16"	2-RICH	E/D	E/D	---	1600
	California All/T	15/32"	---	13/64"	---	5/16"	INDEX	E/D	E/D	---	1600
1978	American Mtrs. 232" Eng.										
	Fed. & Can. All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1600
	Altitude A/T	15/32"	---	13/64"	---	5/16"	2-RICH	E/D	E/D	---	1600
	S/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1500
1978	American Mtrs. 258" Eng.										
	Fed., Alt. & Can. All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1600
	California A/T	15/32"	---	7/32"	---	5/16"	1-RICH	E/D	E/D	---	1600
	S/T	15/32"	---	7/32"	---	5/16"	INDEX	E/D	E/D	---	1500
	Carb. No. 7276S Mex.	15/32"	---	5/32"	---	5/16"	2-RICH	E/D	E/D	---	---
1979	American Mtrs. 232" Eng. All/T	15/32"	---	3/16"	7/32"	9/32"	1-RICH	E/D	E/D	---	E/D
1968-69	Bronco 170" S/T	7/32"	---	---	---	---	MANUAL	600	---	3/32"	---
1970	Bronco 170" S/T	7/32"	1/32"	---	---	5/16"	INDEX	775	---	3/32"	---
1971	Bronco 170" S/T	7/32"	---	7/64"	---	5/16"	INDEX	550	---	3/32"	1250
1972	Bronco 170" S/T	3/8"	---	7/64"	---	5/16"	INDEX	775	---	3/32"	1250
1973-74	Bronco 200" S/T	3/8"	---	1/8"	17/64"	5/16"	INDEX	E/D	E/D	3/32"	1750
1967	Comet 200" Imco A/T	7/32"	1/16"	---	---	9/32"	1-RICH	550	---	3/32"	2500
1971	Comet 170" S/T	3/8"	---	7/64"	13/64"	5/16"	INDEX	750	---	3/32"	1450
1972	Comet 170" All/T	3/8"	---	7/64"	11/64"	5/16"	INDEX	775	---	7/64"	1750
1971-72	Comet 200" S/T	3/8"	---	11/64"	15/64"	5/16"	INDEX	E/D	E/D	7/64"	1750
	A/T	3/8"	---	9/64"	13/64"	5/16"	1-RICH	E/D	E/D	7/64"	2000
1973-74	Comet 200" S/T	3/8"	---	11/64"	15/64"	5/16"	INDEX	E/D	E/D	3/32"	1750
	A/T	3/8"	---	9/64"	13/64"	5/16"	1-RICH	E/D	E/D	3/32"	2000
1967	Fairlane 200" Imco A/T	7/32"	1/16"	---	---	9/32"	1-RICH	550	---	3/32"	2500
1967-69	Falcon 170" 200" Imco All/T	7/32"	1/16"	---	---	9/32"	INDEX	700	---	3/32"	---
1970	Falcon 200" S/T	3/8"	1/32"	---	17/64"	5/16"	INDEX	750	800/500	7/64"	---
	A/T	3/8"	1/32"	---	17/64"	5/16"	INDEX	550	600/500	7/64"	---
1968-69	Ford, Taxi, Police Special 240" S/T	7/32"	1/32"	---	---	9/32"	INDEX	600	775/500	3/32"	---
1970	Ford, Taxi, Police Special 240" S/T	3/8"	1/32"	---	7/32"	9/32"	INDEX	---	800/500	---	---
	A/T	3/8"	1/32"	---	7/32"	9/32"	1-LEAN	500	---	3/32"	---
	Carb. No. 4981S All/T	7/32"	1/32"	---	---	5/16"	1-LEAN	---	---	---	---
1971	Ford, Taxi, Police Special 240" S/T	3/8"	---	13/64"	13/64"	5/16"	INDEX	---	800/500	---	1250
	A/T	3/8"	---	7/32"	15/64"	5/16"	1-LEAN	500	---	7/64"	1650
1972	Ford, Taxi, Police Special 240" A/T	3/8"	---	7/32"	15/64"	7/32"	1-LEAN	500	---	7/64"	1650
	Carb. No. 6308S All/T	3/8"	---	11/64"	---	5/16"	INDEX	500	---	---	1750
1968-69	Ford Truck 170" 240" S/T	7/32"	---	---	---	---	MANUAL	600	---	3/32"	---
1970	Ford Truck 170" S/T	7/32"	1/32"	---	---	5/16"	INDEX	775	---	3/32"	---
1968-69	Ford Truck M/C 240" S/T	7/32"	---	---	---	---	MANUAL	600	---	3/32"	---
1970	Ford Truck 240" All/T	7/32"	1/32"	---	---	5/16"	INDEX	500	850/500	3/32"	---
1971-74	Ford Truck 240" All/T	3/8"	---	11/64"	---	5/16"	INDEX	E/D	E/D	7/64"	1750
1969-72	Ford Truck M/C 300" All/T	7/32"	---	---	---	---	MANUAL	600	---	3/32"	---
1970	Ford Truck 300" S/T	7/32"	1/32"	---	---	5/16"	INDEX	E/D	E/D	7/64"	---
1971-72	Ford Truck 300" All/T	7/32"	---	11/64"	---	5/16"	1-LEAN	E/D	E/D	7/64"	1400
1974	Ford Trk. F250, 300, 350 (300") S/T	3/8"	---	.110	.230	.280	INDEX	E/D	E/D	3/32"	1500
1974	Ford Trk. F100/200 (300") S/T	3/8"	---	.110	.290	.280	INDEX	E/D	E/D	---	1600
1975-76	Ford Truck 300" NOTE-1	---	---	.110	.290	.280	INDEX	E/D	E/D	5/64"	1600
1975-76	Ford Truck 300"										
	Carb. No. D5TE-AGA, AGB	3/8"	---	.110	.230	.280	1-RICH	E/D	E/D	---	1500
1977	Ford Truck 300" All/T	3/8"	---	7/64"	---	7/64"	1-RICH	E/D	E/D	---	1500
1977-78	M/C All/T	3/8"	---	INDEX	---	---	---	E/D	E/D	---	1500
1965-71	Jeep (Kaiser 134") S/T	1/4"	---	---	---	---	MANUAL	650	---	9/64"	---
1970	Jeep Mail Truck 153" S/T	1/4"	---	---	---	---	MANUAL	E/D	E/D	---	---
1973	Jeep Van Mail Truck 232" S/T	7/16"	---	7/32"	---	5/16"	INDEX	E/D	E/D	3/32"	1600
1973-75	Jeep 1/4, 1/2 Ton Mail Truck 232" S/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1600
1976	Jeep Mail Truck 232" 258" A/T	15/32"	---	7/32"	15/64"	9/32"	2-RICH	E/D	E/D	---	1600
1971	Jeep 258" S/T	7/16"	1/32"	---	---	5/16"	1-RICH	600	---	1/8"	---
	A/T	7/16"	1/32"	---	---	5/16"	INDEX	700	---	1/8"	---
1972	Jeep 232" 258" All/T	7/16"	---	7/32"	15/64"	5/16"	INDEX	600	---	7/64"	2300
1973-75	Jeep 232" 258" S/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	3/32"	1600
1976	Jeep 232" 258" S/T	15/32"	---	3/16"	13/64"	9/32"	2-RICH	E/D	E/D	5/64"	1600
	A/T	15/32"	---	3/16"	13/64"	9/32"	1-RICH	E/D	E/D	---	1600
1977	Jeep 232" 258" All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	1650
1978	Jeep 232" Eng.										
	All CJ-5, CJ-7 S/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	E/D
	P. O. Fed. All/T	15/32"	---	7/32"	---	5/16"	1-RICH	E/D	E/D	---	E/D
	P. O. Calif. A/T	15/32"	---	7/32"	---	5/16"	1-RICH	E/D	E/D	---	E/D
1978	Jeep 258" Eng.										
	Fed. All/T	15/32"	---	13/64"	---	5/16"	1-RICH	E/D	E/D	---	E/D
	Alt. All/T	15/32"	---	13/64"	---	5/16"	2-RICH	E/D	E/D	---	E/D
	Calif. S/T	15/32"	---	13/64"	---	5/16"	INDEX	E/D	E/D	---	E/D
	P. O. Calif. S/T	15/32"	---	7/32"	---	5/16"	1-RICH	E/D	E/D	---	E/D

Year	Make		Dry Float Level	Fast Idle	Fast Idle Linkage	Choke Valve Pulldown	Unloader	Auto Choke Setting	Slow Idle R.P.M.	W/Solenoid Idle R.P.M.	Dashpot	Fast Idle R.P.M.
1970	Maverick 170"											
	Carb. No. 4776S, 4881S	S/T	7/32"	1/32"	----	----	5/16"	1-RICH	750	750/500	3/32"	----
	4777S, 4882S	A/T	7/32"	1/32"	----	----	5/16"	1-RICH	550	600/500	3/32"	----
	Carb. No. 4916S, 4920S	S/T	3/8"	1/32"	----	7/32"	5/16"	1-RICH	750	800/500	3/32"	----
	4917S, 4921S	A/T	3/8"	1/32"	----	7/32"	5/16"	INDEX	550	600/500	3/32"	----
1971-72	Maverick 170"	All/T	3/8"	----	7/64"	11/64"	5/16"	INDEX	750	----	3/32"	1500
1970	Maverick 200"											
	Carb. No. 4781S, 4883S	S/T	7/32"	1/32"	----	----	5/16"	INDEX	750	750/500	3/32"	----
	4782S, 4884S	A/T	7/32"	1/32"	----	----	5/16"	INDEX	550	600/500	3/32"	----
	Carb. No. 4918S, 4922S	S/T	3/8"	1/32"	----	17/64"	5/16"	INDEX	750	800/500	3/32"	----
	4919S, 4923S	A/T	3/8"	1/32"	----	17/64"	5/16"	INDEX	550	600/500	3/32"	----
1971-72	Maverick 200"	S/T	3/8"	----	11/64"	15/64"	5/16"	INDEX	750	800/500	7/64"	1750
		A/T	3/8"	----	9/64"	13/64"	5/16"	1-RICH	550	600/500	7/64"	2000
1973-74	Maverick 200"	S/T	3/8"	----	11/64"	15/64"	5/16"	INDEX	E/D	E/D	3/32"	1750
		A/T	3/8"	----	9/64"	13/64"	5/16"	1-RICH	E/D	E/D	3/32"	2000
1967	Mustang 200" Imco	A/T	7/32"	1/16"	----	----	9/32"	1-RICH	550	----	3/32"	2500
1970	Mustang 200"											
	Carb. No. 4781S, 4883S	S/T	7/32"	1/32"	----	----	5/16"	INDEX	750	750/500	3/32"	----
	4782S, 4884S	A/T	7/32"	1/32"	----	----	5/16"	INDEX	550	600/500	3/32"	----
	Carb. No. 4918S, 4922S	S/T	3/8"	1/32"	----	17/64"	5/16"	INDEX	750	800/500	3/32"	----
	4919S, 4923S	A/T	3/8"	1/32"	----	17/64"	5/16"	INDEX	550	600/500	3/32"	----

GENERAL MOTORS APPLICATIONS

1967	Camaro 230" 250"	All/T	7/32"	1/32"	----	7/32"	1/4"	----	500	----	----	2300
1964-67	Chevelle 194" 230" 250"	All/T	7/32"	1/32"	----	7/32"	1/4"	----	500/600	----	----	2400
1963-67	Chevrolet 194" 230" 250"	All/T	7/32"	1/32"	----	7/32"	1/4"	----	500/600	----	----	2400
1963-67	Chev. Trk. 153" 194" 230" 250"	S/T	7/32"	----	----	----	----	----	500	----	----	----
1963-67	Chevy II 153" 194" 230" 250"	All/T	7/32"	1/32"	----	----	1/4"	----	500/600	----	----	2400
1963-67	GMC 153" 194" 230" 250"	All/T	7/32"	----	----	----	----	----	500	----	----	----
1966-67	Oldsmobile 250"	All/T	7/32"	1/32"	----	----	1/4"	----	500/600	----	----	2400

E/D - Engine Decal * To Adjust Bend Tab
M/C - Manual Choke † Float Drop 1 3/8"

Note 1. Straight Type Float 3/8"
Tapered Type Float 23/32"

INSTRUCTION SHEET

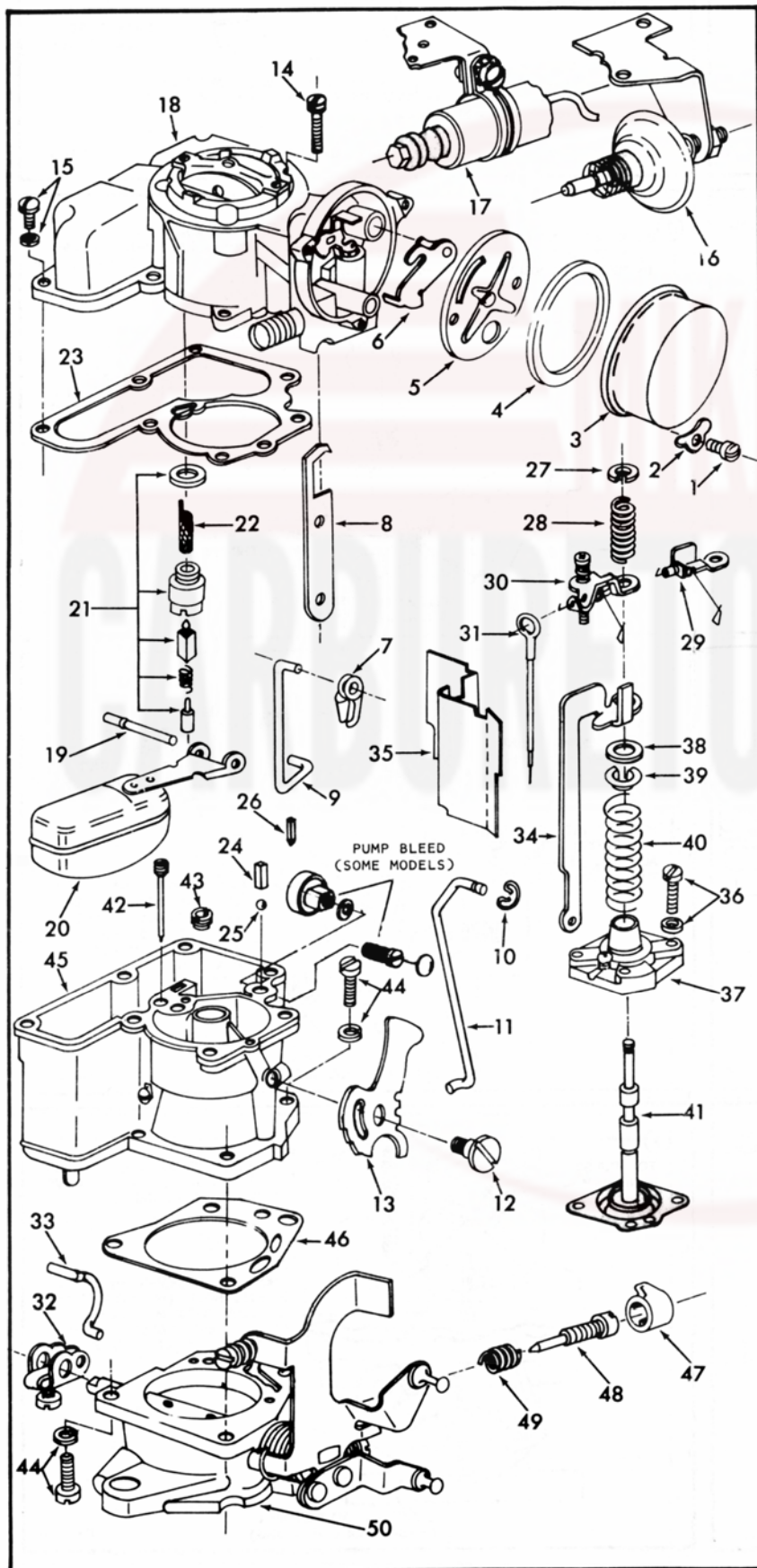
CARTER CARBURETOR - MODEL YF

USE WITH 50-563-1

50-732

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: TO REMOVE PLASTIC LIMITER CAP (47) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW(3)-CHOKE COVER CLAMP	25. BALL-PUMP CHECK
2. CLAMP(?) -CHOKE COVER	26. NEEDLE-PUMP CHECK (SOME MODELS)
3. CHOKE COVER & SPRING	27. RETAINER-UPPER PUMP SPRING
4. GASKET-CHOKE COVER	28. SPRING-UPPER PUMP
5. BAFFLE PLATE-CHOKE	29. ARM ASSY.-METERING ROD (EARLY MODELS)
6. TRIP LEVER-CHOKE (EARLY MODELS)	30. ARM & ADJ. SCREW ASSY.-METERING ROD
7. RETAINER-FAST IDLE LINK (EARLY MODELS)	31. ROD-METERING
8. LINK-FAST IDLE (EARLY MODELS)	32. ARM-THROTTLE SHAFT
9. ROD-FAST IDLE (EARLY MODELS)	33. LINK-PUMP CONNECTOR
10. RETAINER-FAST IDLE ROD	34. LINK-PUMP LIFTER
11. ROD-FAST IDLE	35. BAFFLE PLATE-FUEL BOWL (SOME MODELS)
12. SCREW-FAST IDLE CAM	36. SCREW & LOCKWASHER(4)-PUMP HOUSING
13. CAM-FAST IDLE	37. PUMP HOUSING ASSEMBLY
14. SCREW & LOCKWASHER(3)-LONG-BOWL COVER	38. SPACER-PUMP STEM (SOME MODELS)
15. SCREW & LOCKWASHER(4) SHORT-BOWL COVER	39. RETAINER-PUMP SPRING
16. DASHPOT & BRACKET-(WHEN USED)	40. SPRING-PUMP
17. SOLENOID & BRACKET-(WHEN USED)	41. PUMP DIAPHRAGM ASSEMBLY
18. BOWL COVER ASSEMBLY	42. JET-LOW SPEED
19. PIN-FLOAT	43. JET-METERING ROD
20. FLOAT & LEVER ASSEMBLY	44. SCREW & LOCKWASHER(3)-THROTTLE BODY
21. NEEDLE, SEAT AND GASKET ASSEMBLY	45. BOWL ASSEMBLY
22. SCREEN-NEEDLE SEAT (SOME MODELS)	46. GASKET-THROTTLE BODY
23. GASKET-BOWL COVER	47. CAP-IDLE LIMITER
24. WEIGHT-CHECK BALL	48. NEEDLE-IDLE ADJUSTING
	49. SPRING-IDLE NEEDLE
	50. THROTTLE BODY ASSEMBLY

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 BORE IS 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 TO OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING RUBBER MATERIALS. SUCH AS (3)(16)(17)(41).

REASSEMBLY

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

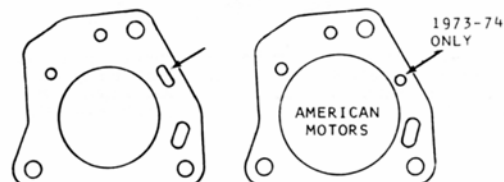
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (48)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS.

PUMP DIAPHRAGM INSTALLATION (41)-INSERT DIAPHRAGM (41) IN HOUSING (37) AND ALIGN HOLES. INSERT SCREWS THROUGH HOUSING AND DIAPHRAGM. INSTALL SPRING (40) AND RETAINER (39). PLACE IN CARBURETOR START SCREWS THEN COMPRESS DIAPHRAGM, HOLDING IN THIS POSITION TIGHTEN SCREWS.

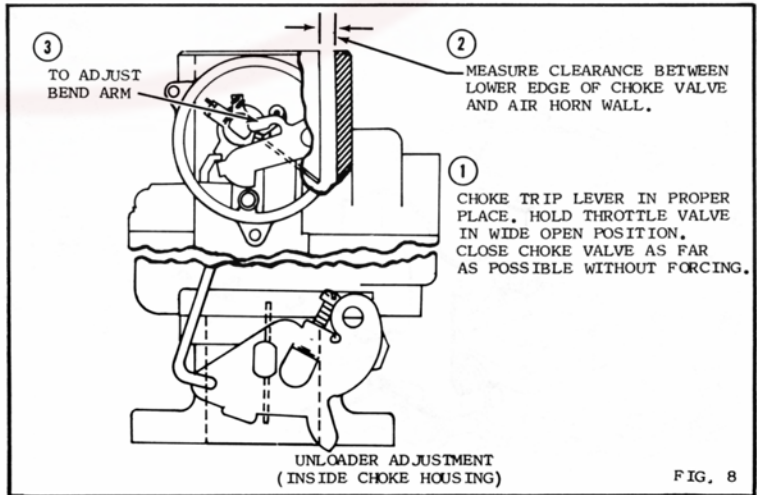
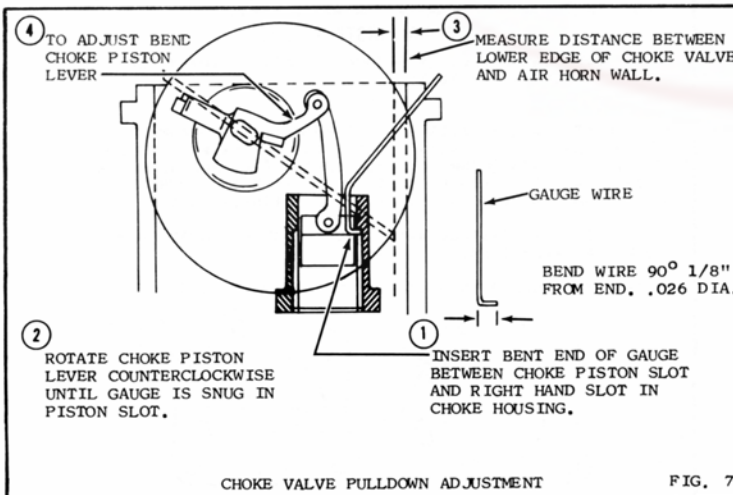
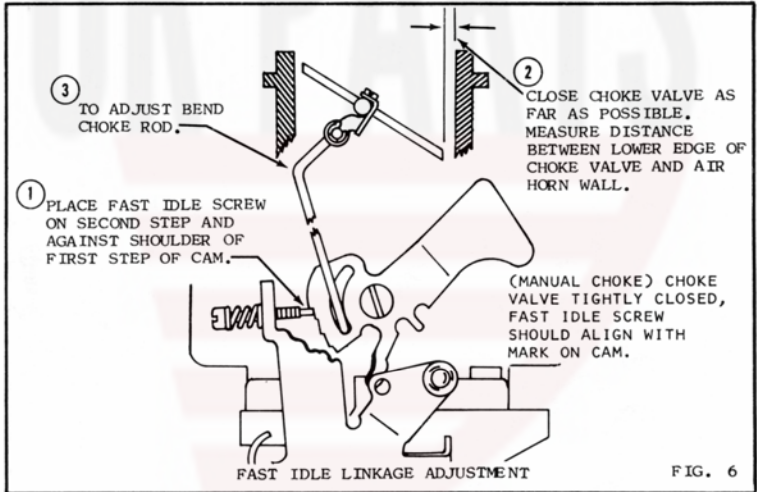
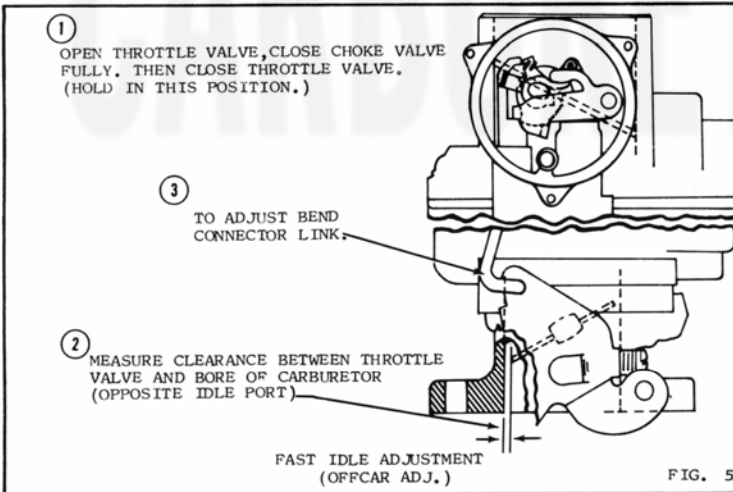
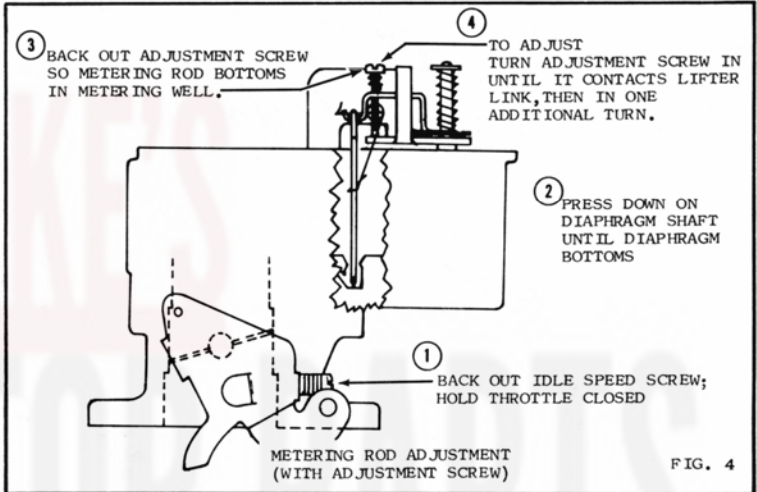
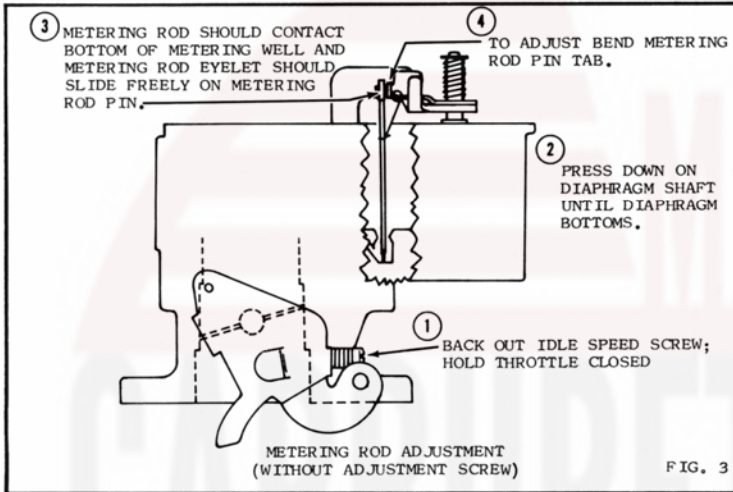
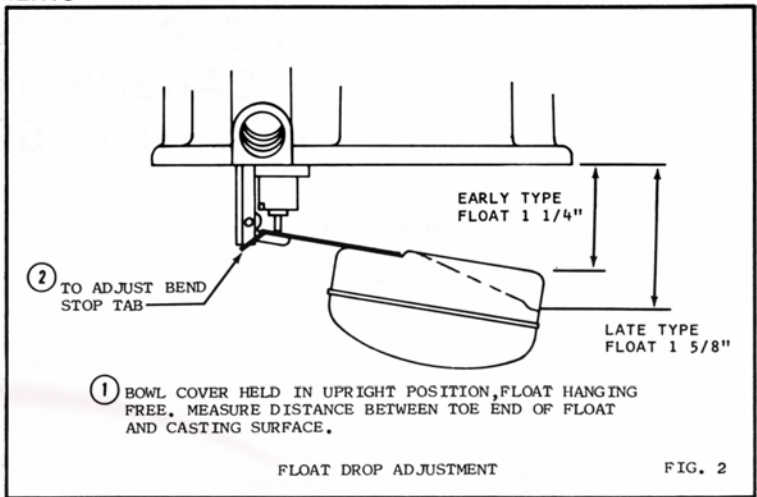
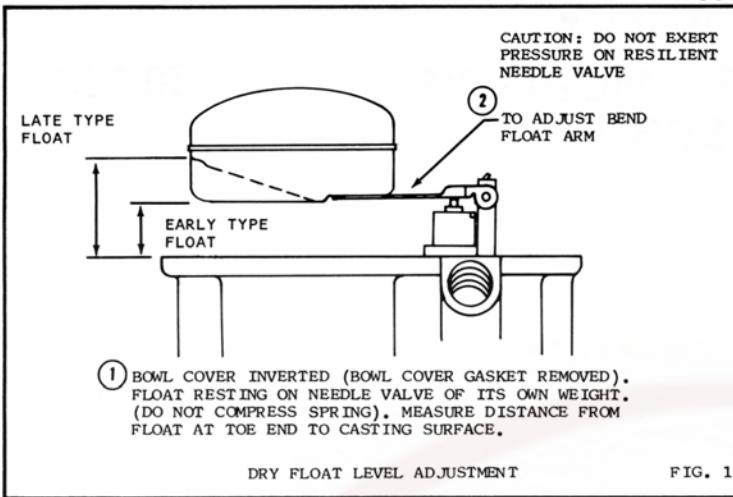
FLOAT PIN (19)-INSTALL WITH SHOULDER ON PIN AWAY FROM PUMP DIAPHRAGM STEM.

CARBURETOR HOLD DOWN NUTS.-TORQUE TO 14 FT. LBS.



THROTTLE BODY GASKET (46)-IDENTIFICATION.

ADJUSTMENTS



ADJUSTMENTS

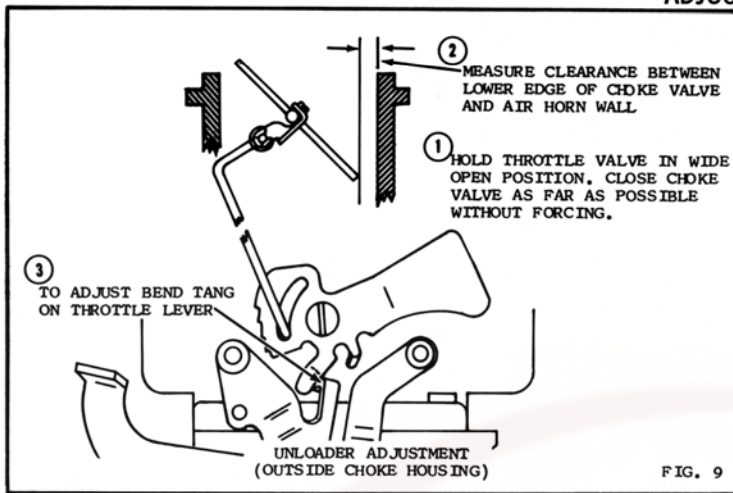
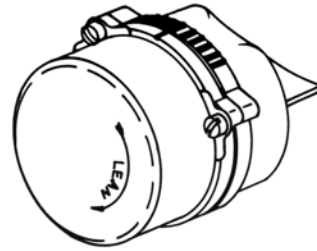


FIG. 9

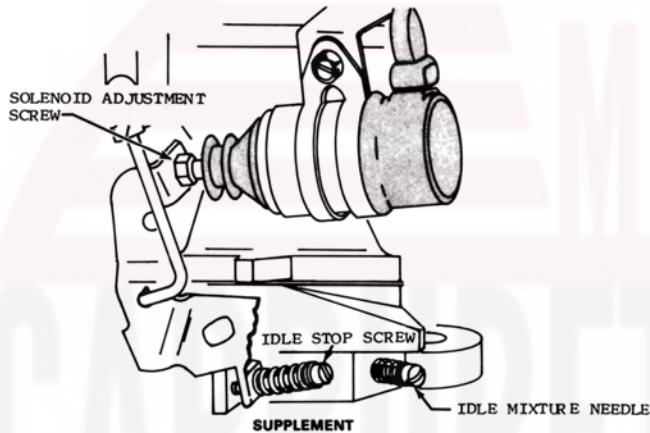
ROTATE CHOKE COVER TO ALIGN REFERENCE MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.



AUTOMATIC CHOKE ADJUSTMENT

FIG. 10

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



SLOW IDLE ADJUSTMENT WITH AND WITHOUT THROTTLE STOPPER.

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN. A. HEADLIGHTS ON, HIGH BEAM. B. AUTOMATIC TRANSMISSION IN DRIVE.
3. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE SPEED R.P.M. USING A TACHOMETER. NOTE: WHEN USED, ADJUST SOLENOID THROTTLE POSITIONER TO SPECIFIED IDLE SPEED. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL 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. NOTE: DISCONNECT SOLENOID THROTTLE POSITIONER AT BULLET CONNECTION THEN ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. WITH AUTOMATIC OR MANUAL TRANSMISSIONS IN NEUTRAL. CONNECT SOLENOID, OPEN THROTTLE AND RELEASE, RECHECK HIGHER IDLE SPEED.

SLOW IDLE ADJUSTMENT

FIG. 11

NOTE: VEHICLES EQUIPPED WITH A SPARK DELAY DEVICE AND WITH AMBIENT TEMPERATURE ABOVE 55°F. BEFORE SETTING FAST IDLE SPEED.

A. CONNECT VACUUM LINE DIRECTLY FROM THE CARBURETOR SPARK PORT TO THE ADVANCE SIDE OF THE DISTRIBUTOR.

B. DISCONNECT THE VACUUM SUPPLY LINE TO THE EGR VALVE AND PLUG THE LINE.

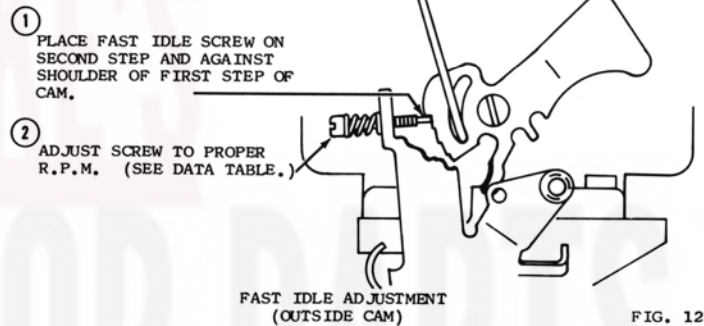


FIG. 12

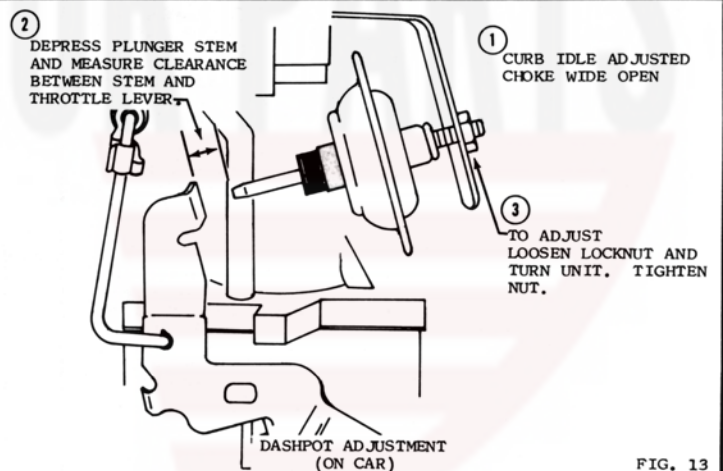


FIG. 13

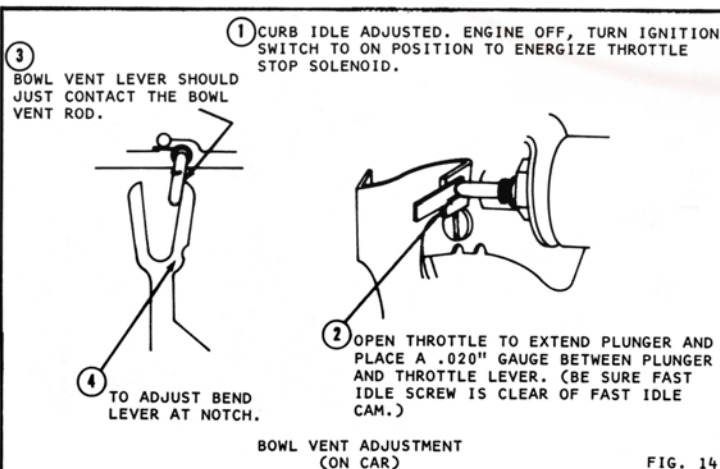
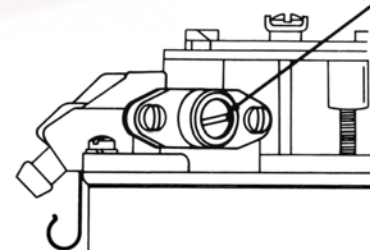


FIG. 14

WHERE THE ALTITUDE COMPENSATOR VALVE CARBURETOR IS USED, THE COMPENSATOR SCREW SHOULD BE CLOSED AT SEA LEVEL OPERATION AND OPENED BY TURNING COUNTER CLOCKWISE FOR ALTITUDE OPERATION.



ALTITUDE ADJUSTMENT

FIG. 15