



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.

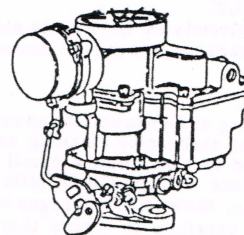
Accelerator Pumps:

- 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

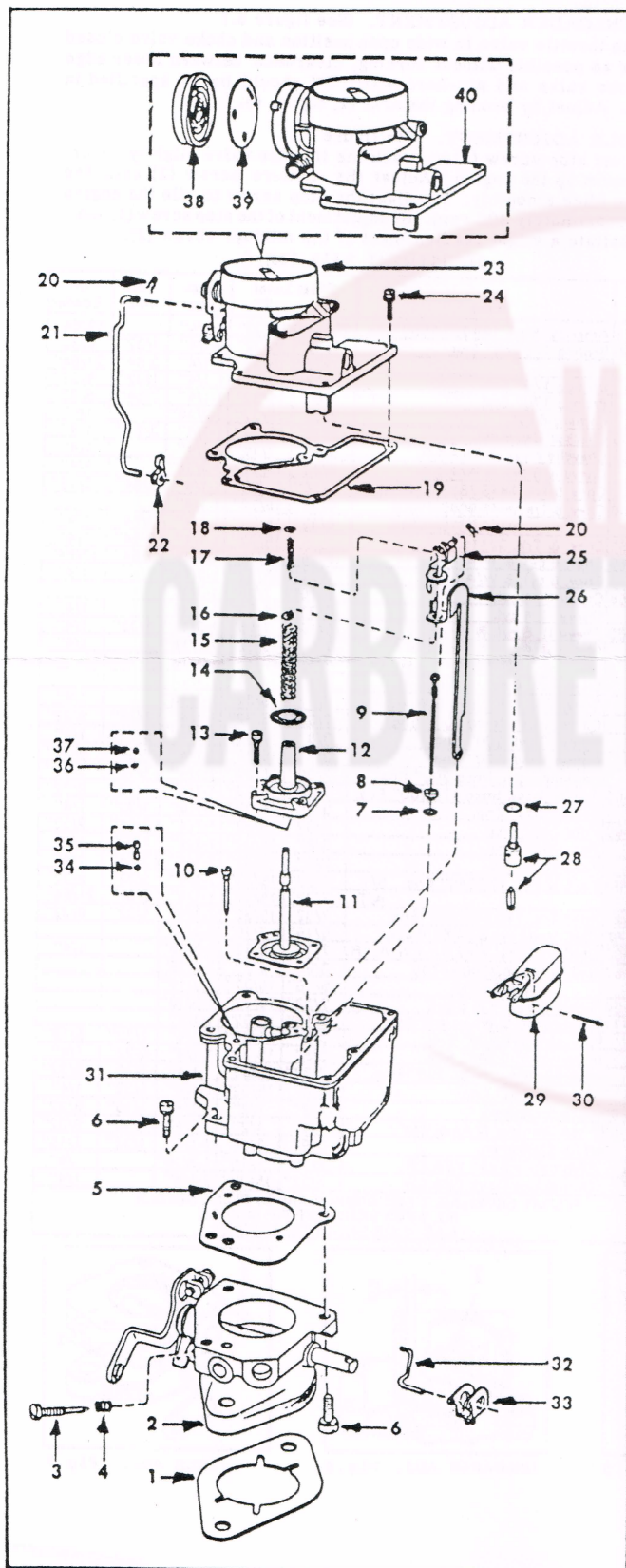
CARTER CARBURETOR - MODEL - YF

2020



GENERAL EXPLODED VIEW

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



Ref. No.

NOMENCLATURE

- | | |
|----|---|
| 1 | Gasket - Body flange. |
| 2 | Flange Assembly - Body |
| 3 | Screw - Idle adjusting. |
| 4 | Spring - Idle adjusting screw |
| 5 | Gasket - Body flange. |
| 6 | Screw and Washer Assembly - Body flange. |
| 7 | Gasket - Metering rod jet |
| 8 | Jet - Metering rod |
| 9 | Rod - Metering |
| 10 | Jet - Low speed. |
| 11 | Diaphragm Assembly - Pump. |
| 12 | Housing - Pump diaphragm |
| 13 | Screw and Washer Assembly - Diaphragm housing |
| 14 | Strainer - Pump intake |
| 15 | Spring - Pump diaphragm |
| 16 | Retainer - Diaphragm spring |
| 17 | Spring - Upper pump |
| 18 | Retainer - Upper pump spring |
| 19 | Gasket - Bowl cover. |
| 20 | Spring - Pin |
| 21 | Rod - Choke connector |
| 22 | Retainer - Connector rod |
| 23 | Air Horn Assembly |
| 24 | Screw and Washer Assembly - Air horn. |
| 25 | Arm Assembly - Metering rod |
| 26 | Link - Pump lifter |
| 27 | Gasket - Needle seat |
| 28 | Needle and Seat Assembly |
| 29 | Float Assembly |
| 30 | Pin - Float |
| 31 | Main Body |
| 32 | Link - Pump connector |
| 33 | Arm Assembly - Throttle shaft |

The following parts are not used on all models

- | | |
|----|--|
| 34 | Ball - Pump discharge |
| 35 | Weight - Pump discharge ball |
| 36 | Retainer - Pump intake ball |
| 37 | Ball - Pump intake. |
| 38 | Housing - Thermostat. |
| 39 | Gasket - Thermostat housing |
| 40 | Air Horn Assembly |

GOOD SAFETY PRACTICES & PRECAUTIONS WHEN REBUILDING CARBURETORS

• DISCONNECT THE GROUND CABLE FROM BATTERY - BEFORE REMOVING CARBURETOR FROM ENGINE AND UNTIL CARBURETOR IS REINSTALLED AND FUEL LINE IS RECONNECTED, THIS WILL PREVENT ACCIDENTAL CRANKING OF THE ENGINE WHILE THE FUEL LINE IS DISCONNECTED FROM THE CARBURETOR,

• AFTER REMOVING CARBURETOR FROM ENGINE COVER CARBURETOR MANIFOLD HOLE WHILE CARBURETOR IS REMOVED FOR SERVICE TO PREVENT DIRT AND FOREIGN OBJECTS FROM ENTERING ENGINE,

• DRAIN FUEL FROM CARBURETOR IN A WELL VENTILATED ENVIRONMENT - OUTDOORS IS ALWAYS PREFERABLE - FREE FROM IGNITION POTENTIALS,

• ALWAYS USE CARBURETOR CLEANERS ONLY IN A WELL VENTILATED AREAS AND IN THE ABSENCE OF IGNITION POTENTIALS,

CARTER CARBURETOR - MODEL - YF

I. DISASSEMBLY.

Using the exploded view on reverse side as a guide, disassemble the carburetor far enough to permit thorough cleaning and inspection of parts.

II. CLEANING.

Soak parts long enough to soften and remove all foreign material. Use 1) a regular carburetor cleaning solvent; 2) lacquer thinner; or 3) denatured alcohol. Use a small brush to aid cleaning, if necessary. Make certain the throttle body is free of all hard carbon deposits. Blow out all passages in castings with compressed air, and check carefully to insure thorough cleaning of obscure areas. Caution: Do not soak rubber, leather or plastic parts in solvent.

III. REASSEMBLY.

- Reassemble the carburetor using essentially the reverse order of disassembly.
- Exercise care when installing the pump diaphragm assembly (11) to avoid wrinkles when tightening screws (13).
- Make sure the pump intake ball (37) is free and the retainer (36) is in place.
- Be sure to install the weight (35) on top of the pump discharge ball (34).
- Most carburetors require a one-point rich setting of the thermostat housing (38). This setting should be used as a trial, then moved one notch in either direction, if required for proper warm up.

ADJUSTMENTS

IV. FLOAT SETTING ADJUSTMENT. (See figure 1.)

With float in place and air horn upside down (gasket removed), use the gage supplied in the kit. Allow the float to rest of its own weight. Measure as shown in Fig. 1. Adjust by bending the float lip. OR FLOAT LEVER ON LATE MODELS.

V. FLOAT DROP ADJUSTMENT. (See figure 2.)

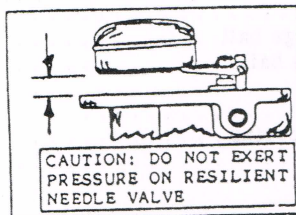
With the air horn held upright (gasket removed) the distance "A" should be as listed in the table. Adjust by bending the stop tabs on float lever arm.

VI. PUMP LINK ADJUSTMENT. (See figure 3.)

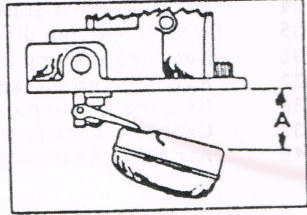
Assemble carburetor as far as shown in figure 3. Back out the throttle stop screw (1) so throttle valve seats in throttle bore. Push down on diaphragm stem (2) so it bottoms in bowl. Now the shoulder "B" on diaphragm stem should be parallel to the top surface of pump lifter link (3). Bend the pump connector link at the lower angle only. Bending at other locations may cause the pump lifter link to bind. In servicing nonadjustable pump link carburetors; when the parallel setting cannot be arrived at through the above procedure, check parts for wear and distortion, and replace as required.

VII. METERING ROD ADJUSTMENT. (See figure 4.)

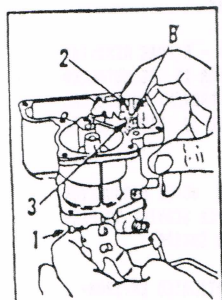
Install metering rod on metering rod arm and attach spring. Set the assembly on pump lifter link, making sure the meter rod is in main metering jet. Install springs and retainer. With throttle lever stop screw backed out, bottom the diaphragm in fuel bowl. Metering rod arm (1) should now touch pump lifter link



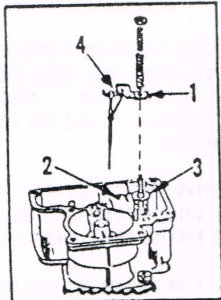
FLOAT LEVEL Fig.1



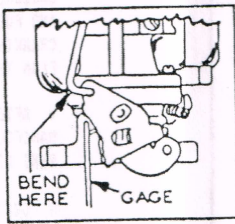
FLOAT DROP Fig.2



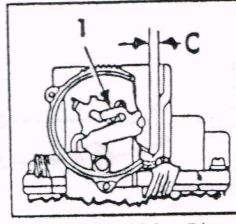
PUMP ADJ. Fig.3



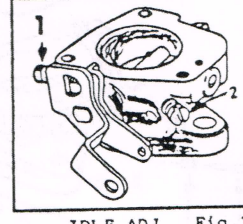
METERING ROD Fig.4
ADJ.



FAST IDLE ADJ. Fig.5



UNLOADER ADJ. Fig.6



IDLE ADJ. Fig.7

supporting lug (2) and outer end (3), with metering rod bottomed in jet. To check if metering rod is bottomed, move metering rod outward on its pivot. It should remain on outer end of pivot in a bind if bottomed. Bend lug (4) on metering rod arm up, or down to adjust.

VIII. FAST IDLE ADJUSTMENT. (See figure 5.)

Remove thermostat housing gasket and baffle plate (when used). Open throttle valve partially, hold choke valve closed then close throttle. This will allow fast idle cam to move to fast idle position. With choke valve closed and slight finger pressure on throttle lever, clearance at gage position shown in figure 5 should be as indicated in table. To adjust, bend connector rod at location shown.

IX. UNLOADER ADJUSTMENT. (See figure 6.)

With throttle valve in wide open position and choke valve closed as far as possible without forcing, clearance between lower edge of choke valve and air-horn wall "C" should be as specified in table. Adjust by bending the arm (1, figure 6).

X. IDLE ADJUSTMENT. (See figure 7.)

Adjust stop screw (1) to crack the throttle valve slightly. Start and warm up the engine. Adjust the mixture screw (2) until the engine idles smoothly. Readjust the stop screw to idle the engine at approximately 400 rpm. Readjustment of the stop screw (1) may necessitate a slight readjustment of the mixture screw (2).

ADJUSTMENT DATA TABLE

Year	Make	Float Level 1*	Float Level 2*	Float Drop	Fast Idle	Un-Loader
1970-71	American Mtrs. 199-232-258" Eng.	29/64"	15/32"	1-1/4"		19/64"
1968-69	Bronco 170 240" Eng.	S/T	7/32"	15/32"	1-1/4"	1/32"
		A/T	7/32"	15/32"	1-1/4"	3/64"
1970	Bronco 170" Eng.		7/32"	15/32"	1-1/4"	1/32"
1971	Bronco 170" Eng.	S/T	3/8"	15/32"	1-1/4"	7/64"
1967	Camaro 6 cyl.		7/32"	15/32"	1-3/16"	1/4"
1964-65	Checker Cab 6 cyl.		7/16"	15/32"	1-1/4"	3/64"
1964-66	Chevelle 6 cyl. & W/A.I.R.		5/16"	7/16"	1-1/4"	1/4"
1967	Chevelle 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"	1/4"
1937-52	Chev. & Trk. 787S-788S-756S-789S		5/16"	15/32"	1-1/4"	5/64"
1937-56	Chev. & Trk. 964S-966S-2100S		9/32"	15/32"	1-1/4"	3/16"
	965S-967S-2101S		9/32"	15/32"	1-1/4"	1/4"
1957-62	Chev. & Trk. 3211S			15/32"	1-1/4"	3/64"
1964-66	Chev. 6 cyl. & W/A.I.R.		5/16"	7/16"	1-3/16"	1/64"
1967	Chev. 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"	1/4"
1962-66	Chevy II, 4 cyl.		5/16"	7/16"	1-3/16"	
1967	Chevy II, 4 cyl.		7/32"	15/32"	1-3/16"	1/4"
1963-66	Chevy 6 cyl. & W/A.I.R.		5/16"	7/16"	1-3/16"	1/32"
1967	Chevy II, 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"	1/4"
1964-66	Chev. Van 4 & 6 cyl.		5/16"	7/16"	1-3/16"	
1966	Chev. Trk. 6 cyl. & W/A.I.R.		5/16"	7/16"	1-1/4"	
1967	Chev. Trk. 4 & 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"	1/4"
1967	Comet 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"
1971	Comet 6 cyl. 200" Eng.		3/8"	15/32"	1-1/4"	5/32"
1971	Comet 6 cyl. 170" Eng.		3/8"	15/32"	1-1/4"	7/64"
1967	Fairlane 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"
1967-69	Falcon 6 cyl. Imco 170 200" Eng.		7/32"	15/32"	1-1/4"	1/16"
1970	Falcon 200" Eng.		3/8"	15/32"	1-1/4"	1/32"
1968-69	Ford 240" Eng.		7/32"	15/32"	1-1/4"	3/64"
1970	Ford 240" Eng.		3/8"	15/32"	1-1/4"	1/32"
1971	Ford 240" Eng.		3/8"	15/32"	1-1/4"	1/32"
1968-69	Ford & Trk. 170 240" Eng.	S/T	7/32"	15/32"	1-1/4"	1/32"
		A/T	7/32"	15/32"	1-1/4"	21/64"
1970-71	Ford Trk. 170 240 300" Eng.		7/32"	15/32"	1-1/4"	9/32"
1964-66	GMC Van 4 cyl. & 64-65 6 cyl.		5/16"	7/16"	1-3/16"	
1966-67	GMC Van 6 cyl. & 67 4 cyl. W/A.I.R.		7/32"	15/32"	1-3/16"	1/4"
1950-53	IHC Trk. 735S-740S-879S		3/8"	3/8"	1-3/16"	
	736S-741S		5/16"	15/32"	1-3/16"	
1951-54	Kaiser-Frazer 4 & 6 cyl.		9/32"	15/32"	1-3/16"	
1950-71	Kaiser Jeep & Willys 4 & 6 cyl.		5/16"	15/32"	1-1/4"	
1970	Maverick 170 200" Eng.		3/8"	15/32"	1-1/4"	1/32"
1971	Maverick 170 200" Eng.		3/8"	15/32"	1-1/4"	1/32"
1967	Mustang 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"
1970	Mustang 200" Eng.		3/8"	15/32"	1-1/4"	1/32"
1951-52	Nash Statesman		1/2"	1/2"	1-1/4"	1/16"
1951-62	Nash Rambler & American		1/2"	1/2"	1-1/4"	1/16"
1954-55	Nash Statesman		3/8"	3/8"	1-1/4"	1/32"
1966	Oldsmobile 6 cyl. W/A.I.R.		5/16"	7/16"	1-3/16"	1/4"
1967	Oldsmobile 6 cyl. W/A.I.R.		7/32"	15/32"	2-1/4"	1/4"

*FLOAT LEVEL, NO. 1 FOR SPRING LOADED STEEL NEEDLE
NO. 2 FOR RESILIENT TIP NEEDLE
A.I.R. = AIR INJECTION REACTOR