



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.



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INSTRUCTION SHEET

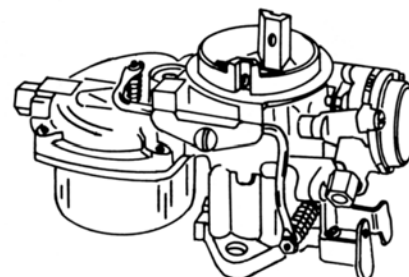
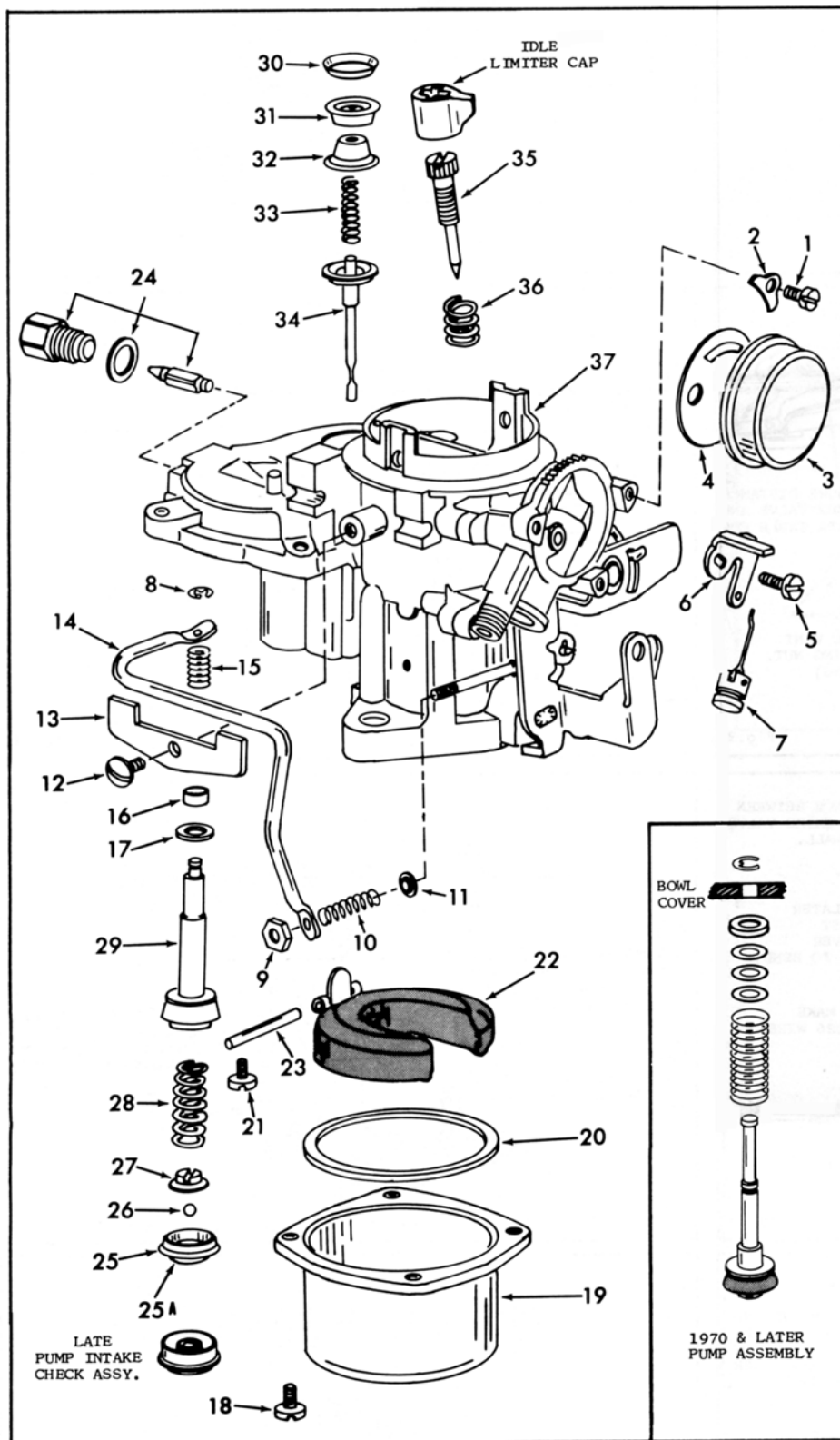
OFF VEHICLE CARBURETOR SERVICE

CARTER-MODEL RBS

50-733

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: PUMP PLUNGER (29) REMOVAL. PRESS TO BOTTOM OF PUMP CYLINDER THEN TAP LIGHTLY ON PUMP SHAFT TO REMOVE PARTS (25), (26), (27), (28), (29).

TO REMOVE STEP UP ROD AND DIAPHRAGM (34). PRY OUT WASHER (30) THEN PIERCE DIAPHRAGM COVER (31) NEAR OUTER EDGE WITH SMALL PUNCH OR SCREW DRIVER AND PRY OUT COVER (31).

NOTE: REMOVE RUBBER VENT VALVE ON 68-69 MODELS BEFORE CLEANING.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - STAT COVER (3)	22. FLOAT & LEVER ASSY.
2. RETAINER - STAT COVER	23. PIN - FLOAT LEVER
3. STAT COVER	24. NEEDLE, SEAT & GASKET ASSY.
4. GASKET STAT COVER	25. SEAT - (WITH HOLE) INTAKE BALL CHECK (SOME MODELS)
5. SCREW - CHOKE PISTON LEVER	25A. RETAINER - (SOLID) PUMP CYLINDER (SOME MODELS)
6. LEVER - CHOKE PISTON	26. BALL - INTAKE CHECK (SOME MODELS)
7. PISTON & LINK - CHOKE	27. RETAINER - INTAKE CHECK BALL (SOME MODELS)
8. RETAINER - PUMP ROD	28. SPRING - PUMP (LOWER)
9. NUT - PUMP ARM CONNECTOR LINK	29. PLUNGER - PUMP
10. SPRING - PUMP ARM CONNECTOR LINK	30. WASHER - CONICAL
11. RETAINER - PUMP ARM CONNECTOR LINK SPRING	31. COVER - STEP UP ROD
12. SCREW - PUMP ARM RETAINER	32. DIAPHRAGM
13. RETAINER - PUMP ARM	33. ROD DIAPHRAGM
14. PUMP ARM	34. STEP UP ROD & DIAPHRAGM ASSY.
15. SPRING - PUMP (UPPER)	35. NEEDLE - IDLE ADJUSTING
16. BUSHING - PUMP PLUNGER SHAFT (SOME MODELS)	36. SPRING - IDLE ADJUSTING NEEDLE
17. WASHER - PUMP	37. MAIN BODY ASSY.
18. SCREW - BOWL ATTACHING (4)	
19. BOWL - FUEL	
20. GASKET - FUEL BOWL	
21. SCREW - FLOAT PIN (2)	

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 BORE IS FREE OF ALL HARD CARBON 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 RUBBER, LEATHER OR PLASTIC PARTS IN SOLVENT.

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 MIXTURE ADJUSTING NEEDLE (35). LIGHTLY BOTTOM THEN BACK OUT 1 1/4 TURNS.

- STEP UP ROD TO DIAPHRAGM ASSEMBLY (34). SEE FIG. 1.
- PLACE STEP UP ROD AND DIAPHRAGM ASSEMBLY (34) IN POSITION. USING HAT SHAPED RETAINER (32), PRESS DIAPHRAGM DOWN IN PLACE AGAINST GASKET LEDGE IN CASTING. REMOVE RETAINER AND EXAMINE FOR EVEN ASSEMBLY. INSTALL (33), (32) AND NEW DIAPHRAGM COVER (31) USING A 5/8" SOCKET AS A DRIFT AND TAP IN PLACE WITH A HAMMER. NEXT INSTALL CONICAL WASHER (30) WITH SMALL OPENING DOWN USING A 1/2" SOCKET AS A DRIFT TAP WITH HAMMER UNTIL WASHER IS DRIVEN INTO COVER 3/32" TO 1/8" BELOW TOP EDGE OF COVER. CAUTION: DO NOT STRIKE CENTER OF COVER OR DRIVE CONICAL WASHER IN BEYOND 1/8".

PUMP PLUNGER (29) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER CUP OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUSTMENTS

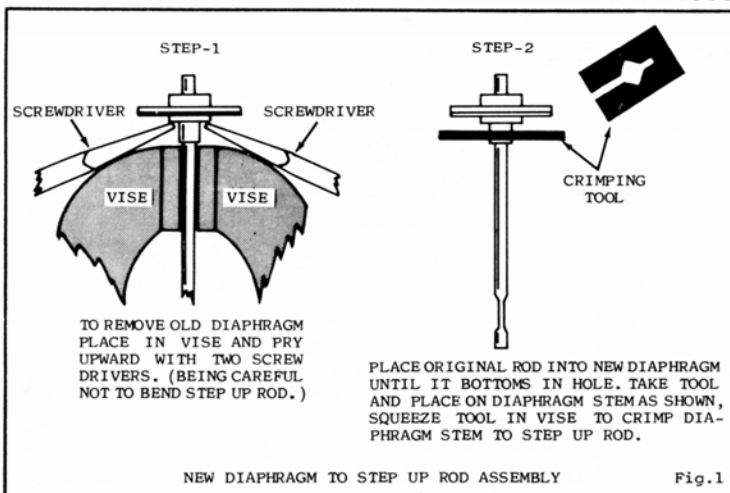


Fig. 1

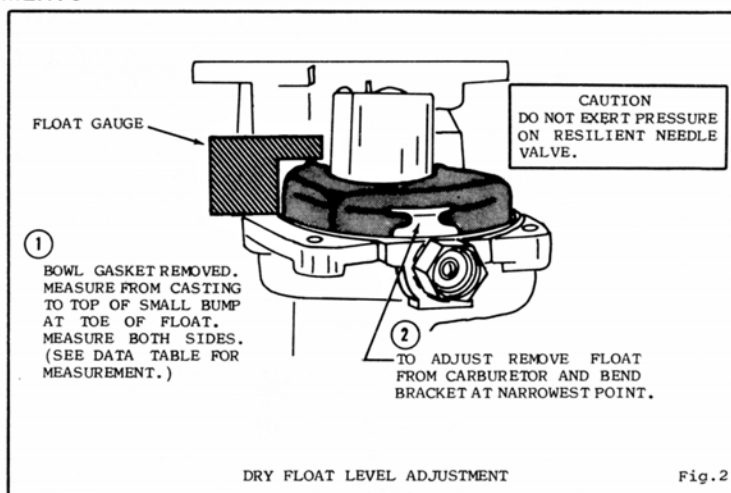


Fig. 2

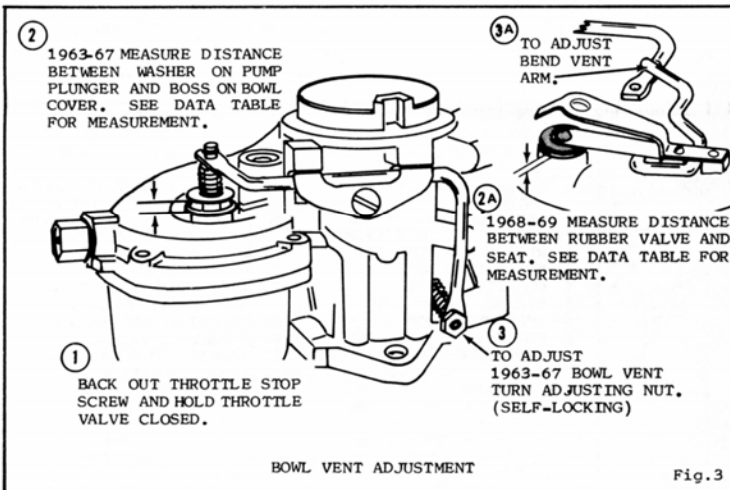


Fig. 3

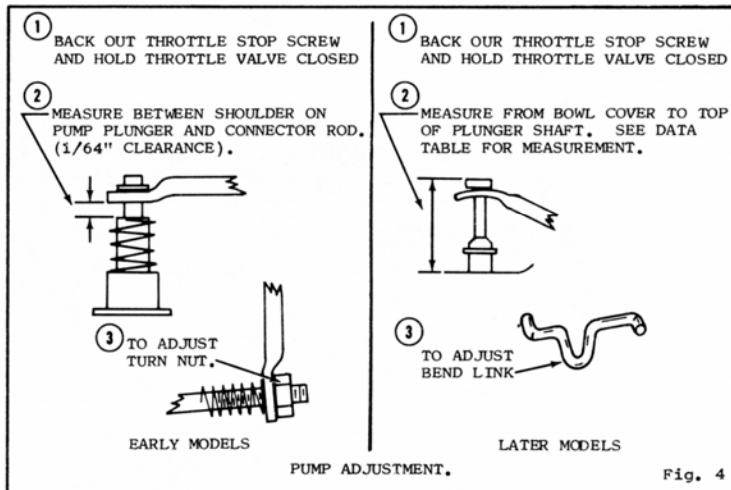


Fig. 4

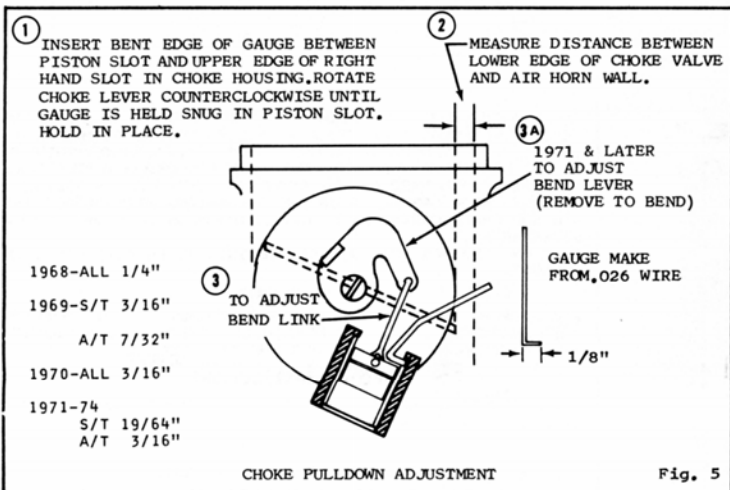


Fig. 5

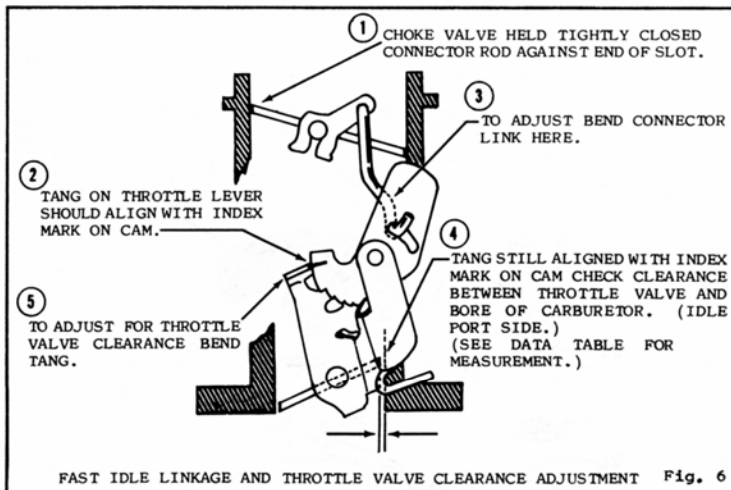


Fig. 6

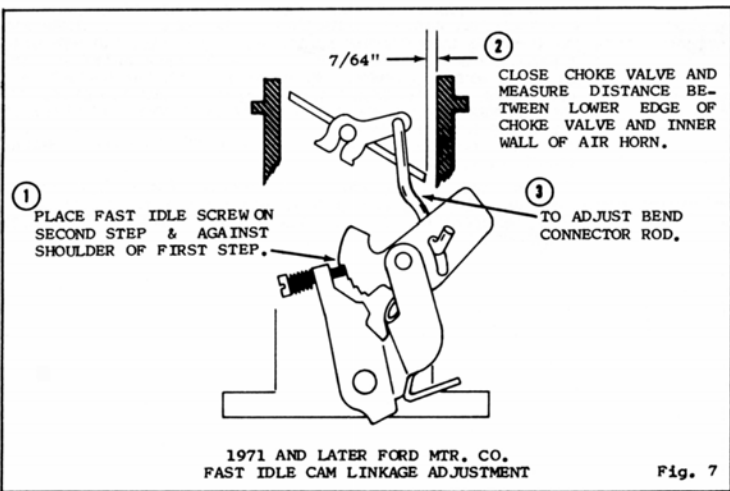


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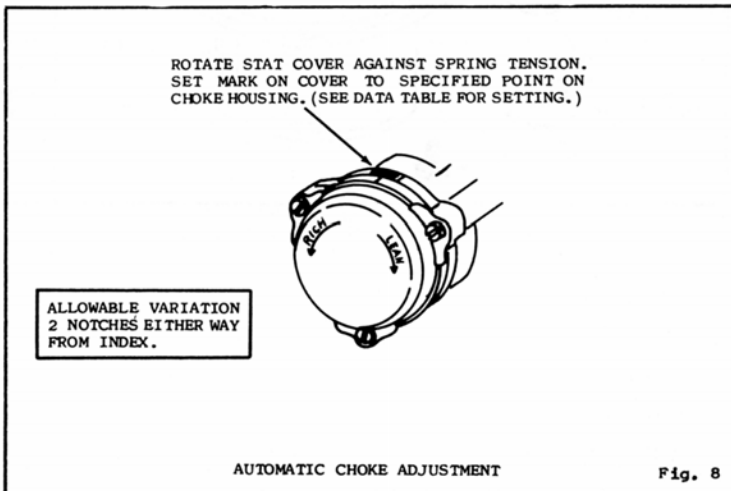
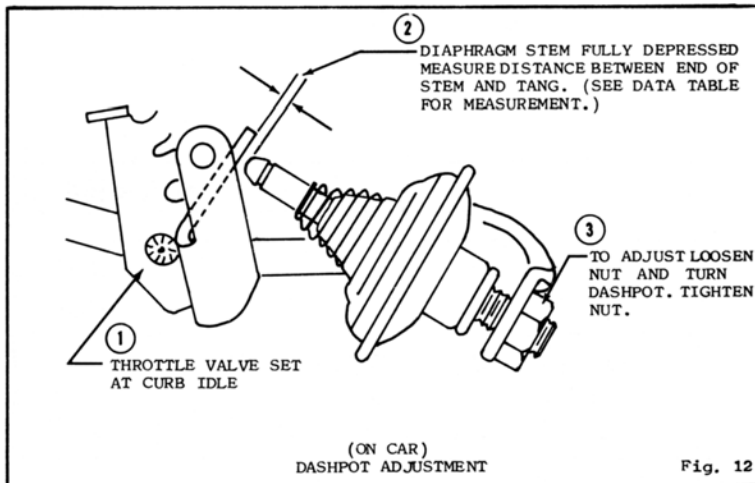
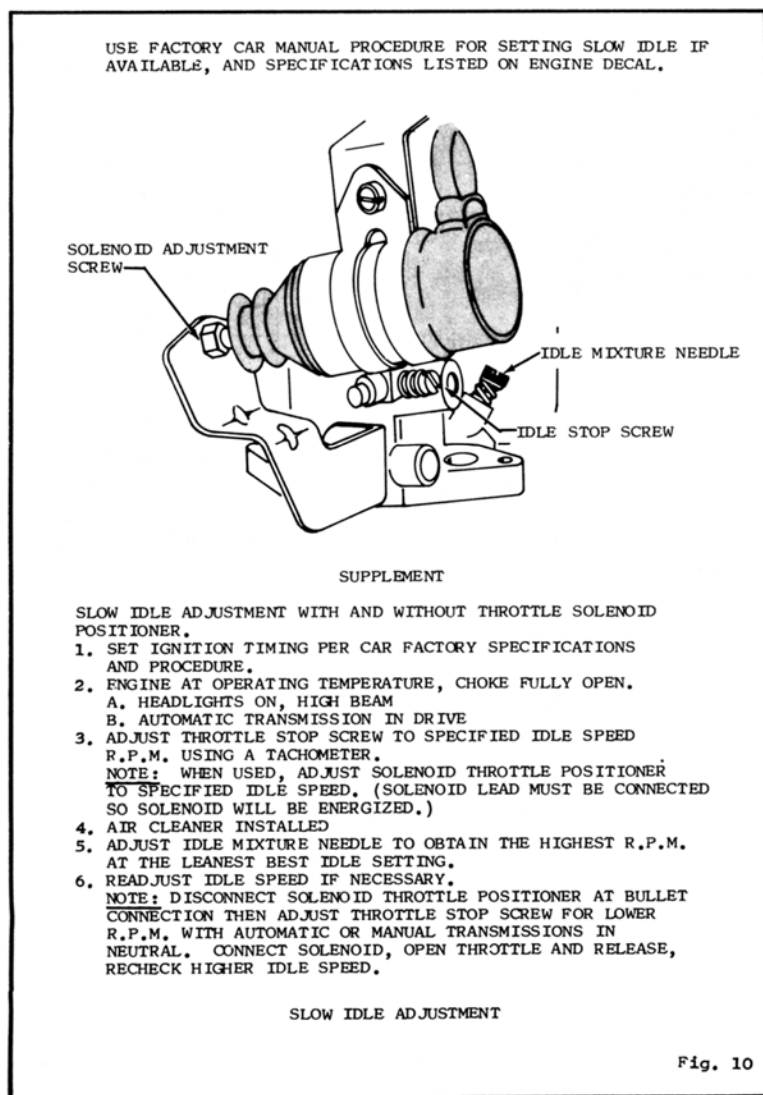
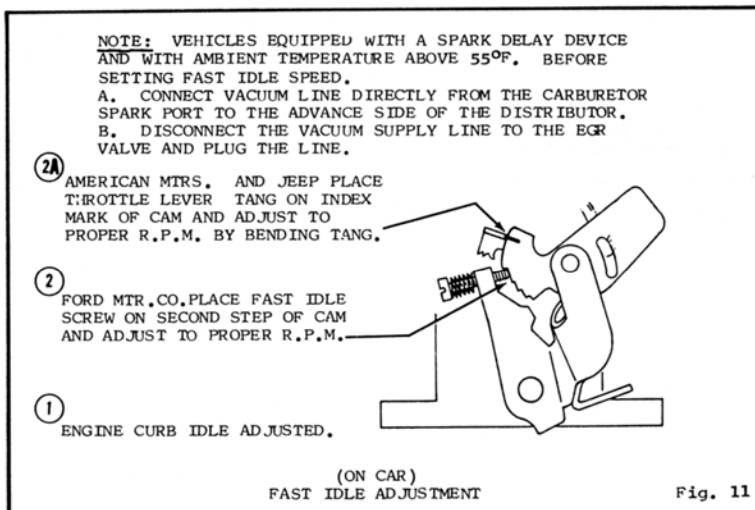
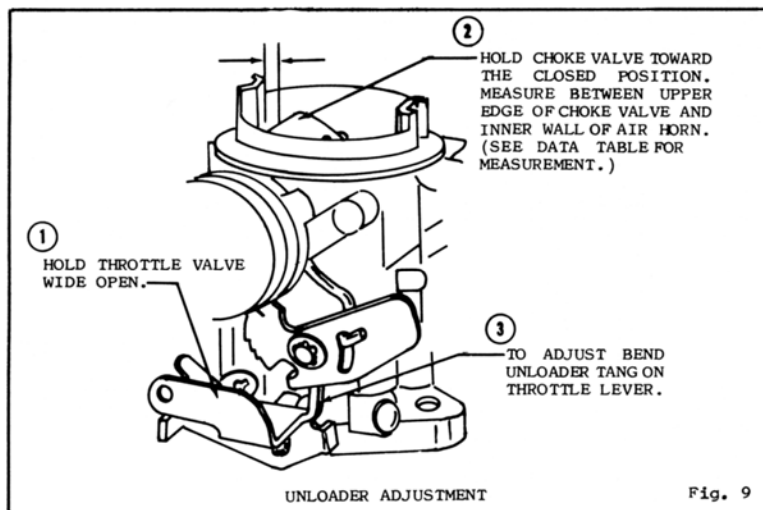


Fig. 8



ADJUSTMENT DATA TABLE

YEAR	MAKE	FLOAT LEVEL	BOWL VENT OR PUMP ADJ.	FAST IDLE LINKAGE ADJ.	FAST IDLE THROTTLE VALVE CLEARANCE	AUTO CHOKE SETTING	UNLOADER ADJ.	SLOW IDLE RPM	FAST IDLE RPM	DASH POT ADJ.
1963-65	AMERICAN MTRS. 195.6" ENG.	15/32"	1/16"	INDEX	1/32"	INDEX	1/8"	550N-AC/ON	1750-2000	3/32"-1/8"
1965-67	AMERICAN MTRS. 199" ENG.	15/32"	1/16"	INDEX	3/64"	1-RICH	1/8"	550N-AC/ON	1750-2000	----
1965-67	AMERICAN MTRS. 232" ENG.	15/32"	1/16"	INDEX	1/32"	1-RICH	1/8"	550N-AC/ON	1750-2000	----
1968-69	AMERICAN MTRS. 232" ENG.	9/16"	5/64"B/V	INDEX	1/32"	A/T-2 RICH	1/8"	A/T 525DR.	2000	----
						S/T-INDEX		S/T 600	2000	----
1969	AMERICAN MTRS. 199" ENG.	9/16"	5/64"B/V	INDEX	1/32"	A/T-2 RICH	3/16"	A/T 625DR.	2000	----
						S/T-INDEX		S/T 600	2000	----
1970	FORD MTR. CO. 250" ENG.	9/16"	1 3/8"P/A	INDEX	3/64"	A/T-1 RICH	9/32"	A/T 600/500*	----	3/32"
						S/T-INDEX		S/T 750/500*		
1971	FORD MTR. CO. 250" ENG.	9/16"	1 3/8"P/A	1/8"	----	S/T-INDEX	9/32"	S/T 750/500*	1600	----
						A/T-1 RICH		A/T 550DR.		3/32"
	W/AC	9/16"	1 3/8"P/A	1/8"	----	A/T-1 RICH	9/32"	A/T 600/500*	1600	----
1972-73	FORD MTR. CO 250" ENG.	9/16"	1 3/8"P/A	1/8"	----	S/T-INDEX	1/4"	ENG. DECAL*	1600	----
						A/T-1 RICH	1/4"	ENG. DECAL*	1600	----
1974	FORD MTR. CO 250" ENG.	9/16"	1 3/8"P/A	1/8"	----	INDEX	1/4"	ENG. DECAL*	S/T 1600	----
								A/T 1700		----
1966-71	KAISER JEEP 232" ENG.	21/32"	1/16"	INDEX	A/CHOKE 1/32" M/CHOKE 3/64"	1-RICH	1/8"	600-675	1800	5/32"-1/8"
1963-64	STUDEBAKER 6 CYL.	15/32"	1/16"	INDEX	3/64"	INDEX	3/16"	550 N	----	----

A/T = AUTOMATIC TRANSMISSION
S/T = STANDARD TRANSMISSION
N = NEUTRAL
AC = AIR COND.
DR. = IN DRIVE

*NOTE: A/T IN DR. LIGHTS ON HIGH BEAM
HIGHER R.P.M. (SOLENOID ENERGIZED)
LOWER R.P.M. (SOLENOID NOT-ENERGIZED)

MARINE ADJUSTMENTS

	FLOAT LEVEL	PUMP ADJ.	UNLOADER	CHOKE SETTING	SLOW IDLE R. P. M.
KIEKHAEFER MERCURY MARINE (STERN DRIVE) MCM 80 4 CYL. 89.7" ENG. CARB. NO. 4394	3/8"	.015"	7/64"	4 LEAN	650
OUTBOARD MARINE OMC 120 4 CYL. (DUAL CARBS.) CARB. NO. 3971	15/32"	.015"	7/64"	INDEX	600
CARB. NO. 4208	15/32"	.015"	7/64"	INDEX	600
OMC 150 V6 CYL. CARB. NO. 3951	15/32"	.015"	7/64"	INDEX	600
OMC 155 V6 CYL. CARB. NO. 4207	15/32"	.015"	7/64"	INDEX	600