

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

TO REPAIR
CARTER CARBURETOR

GF3717-3

2 BARREL · Model BBD 1 1/2

1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.

2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown **DOES NOT** reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

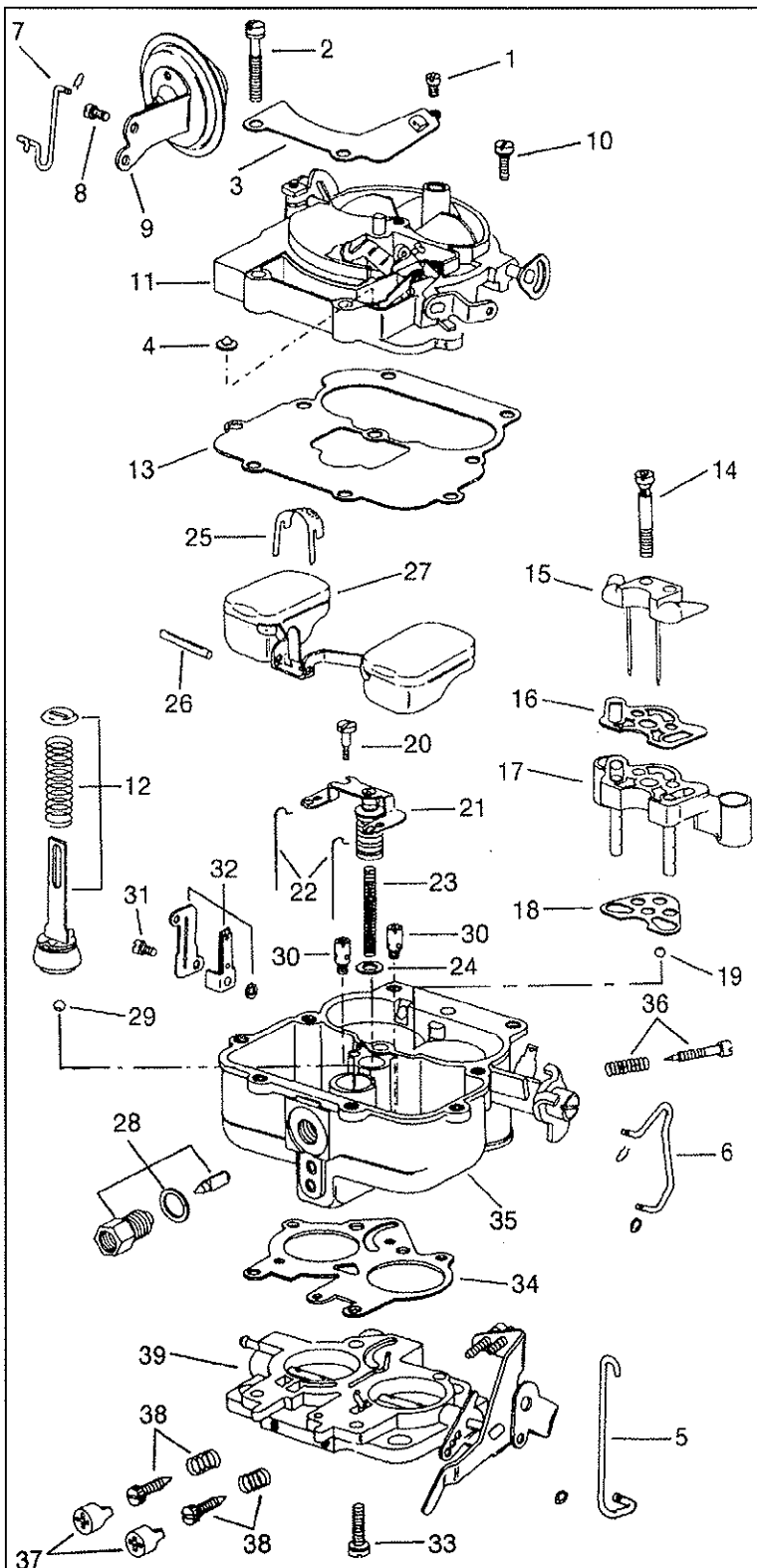
Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. Exercise care and hold vent arm when removing vent valve, (4).
3. Idle adjusting screws (38) cannot be removed on early clean air package carburetors.
4. 1968 and early 1969 models use a single idle adjusting screw, (36), which has a left hand thread.
5. To remove limiter caps, (37), insert a sheet metal screw in center of cap and turn clockwise.
6. Before removing idle adjusting screws, (36 or 38), turn in until lightly seated counting number of turns. Record for proper installation.
7. Install parts and components in reverse order of removal.
8. Be sure to properly place step up piston washer, (24), in bottom of piston cylinder.
9. Be sure that float pin retainer, (25), is properly set on float pin and not hung up in guide slots.
10. Pump piston cup, (12), must be coated with light oil, then flared before installation.
11. Late model carburetors do not use a washer on jet seat, (30).
12. When installing idle adjusting screws, (36 or 38), turn in until lightly seated, then back out number of turns recorded earlier.

PARTS LIST

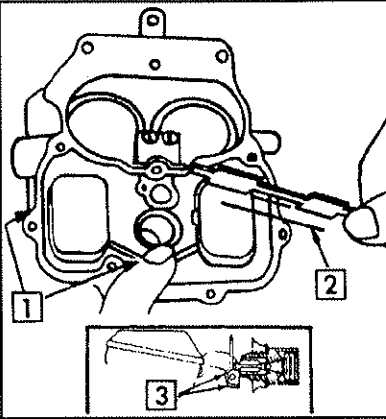
1. Screw, cover plate
2. Screw, air horn (2)
3. Plate, cover
4. Valve, vent
5. Link, pump
6. Link, fast idle
7. Link, choke pull-off
8. Screw, choke pull-off (2)
9. Choke pull-off assembly
10. Screw, air horn (6)
11. Air horn assembly
12. Accelerator pump assembly
13. Gasket, air horn
14. Screw, venturi cluster (2)
15. Cover, venturi
16. Gasket, venturi cover
17. Venturi cluster assembly
18. Gasket, venturi cluster
19. Ball, pump discharge check (small)
20. Screw, step-up piston plate
21. Step-up piston assembly
22. Rod, step-up piston (2)
23. Spring, step-up piston
24. Washer, step-up piston
25. Retainer, float pin
26. Pin, float hinge
27. Float assembly
28. Needle & seat assembly
29. Ball, pump intake check (large)
30. Jet, main metering (2)
31. Screw, valve cover (2)*
32. Compensator valve assembly*
33. Screw, throttle body (4)
34. Gasket, throttle body
35. Main body assembly
36. Idle adjusting screw assembly*
37. Cap, idle limiter (2)*
38. Idle adjusting screw assembly (2)
39. Throttle body assembly



ADJUSTMENT DATA

**FIG. A
FLOAT LEVEL ADJUSTMENT**

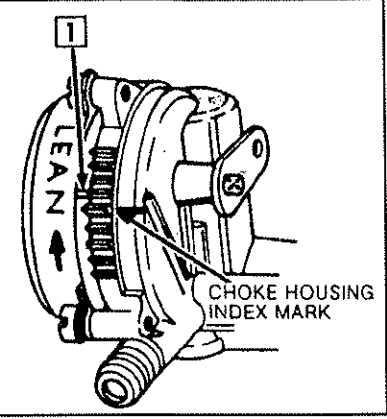
1. INVERT MAIN BODY SO THAT ONLY WEIGHT OF FLOAT IS PUSHING NEEDLE AGAINST SEAT. HOLD FINGER AGAINST RETAINER TO ASSURE PIN IS FULLY SEATED IN GUIDE SLOTS.
2. MEASURE AS SPECIFIED FROM THE SURFACE OF THE FUEL BOWL TO THE TOP RIDGE OF EACH FLOAT.
3. TO ADJUST, BEND TAB ON FLOAT ARM.



**FIG. E
AUTO CHOKE**

NOTE: FOR CARBURETORS EQUIPPED WITH INTERGAL CHOKE.

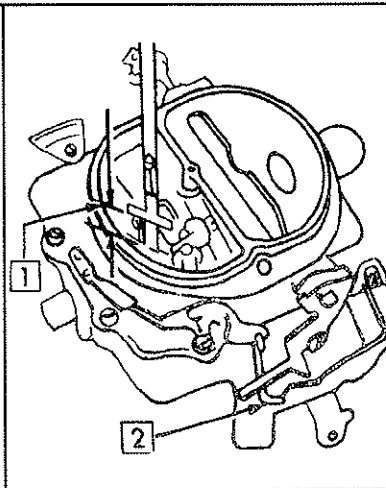
1. ROTATE COVER AGAINST SPRING TENSION TO SPECIFIED MARK ON CHOKE HOUSING.



**FIG. B
PUMP TRAVEL ADJUSTMENT**

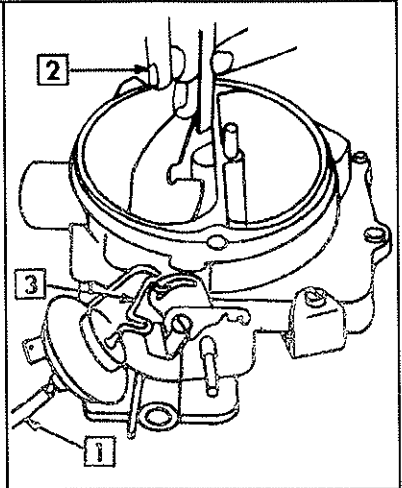
NOTE: WITH THROTTLE CONNECTOR ROD INSTALLED, BACK OUT THROTTLE SCREW UNTIL THROTTLE VALVES ARE CLOSED.

1. MEASURE DISTANCE AS SPECIFIED FROM TOP OF BOWL COVER TO TOP OF PLUNGER ARM.
2. TO ADJUST, BEND CONNECTOR ROD. HOWEVER, IF CONNECTOR ROD WAS INSTALLED IN A DIFFERENT HOLE DUE TO SEASONAL CHANGE, THE BOWL VENT MUST BE READJUSTED.



**FIG. F
CHOKE DIAPHRAGM LINK
(CHOKE PULL OFF)**

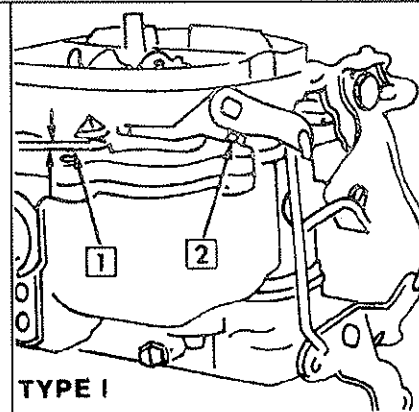
1. WITH CHOKE CLOSED APPLY AT LEAST 10" OF VACUUM FROM AN EXTERNAL SOURCE TO DIAPHRAGM ASSEMBLY. THEN APPLY LIGHT CLOSING PRESSURE AGAINST CHOKE VALVE SHAFT LEVER.
2. MEASURE AS SPECIFIED BETWEEN TOP EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
3. TO ADJUST, BEND CHOKE OPERATING LINK.



**FIG. C
BOWL VENT ADJUSTMENT**

TYPE I

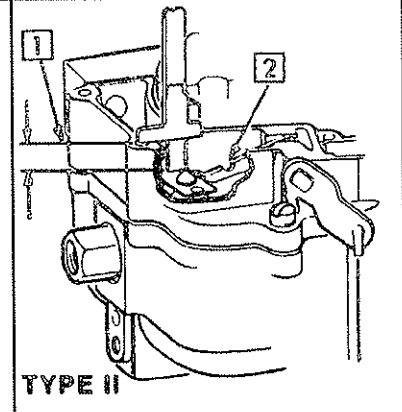
1. MEASURE DISTANCE AS SPECIFIED BETWEEN RUBBER GROMMET AND ITS SEAT ON AIR HORN AT THE SMALLEST DIMENSION.
2. TO ADJUST, BEND TANG ON LEVER.



TYPE I

TYPE II

1. MEASURE DISTANCE FROM TOP OF RUBBER GROMMET TO TOP OF AIR HORN.
2. TO ADJUST, BEND ARM. CAUTION: AVOID BENDING VENT VALVE SPRING.

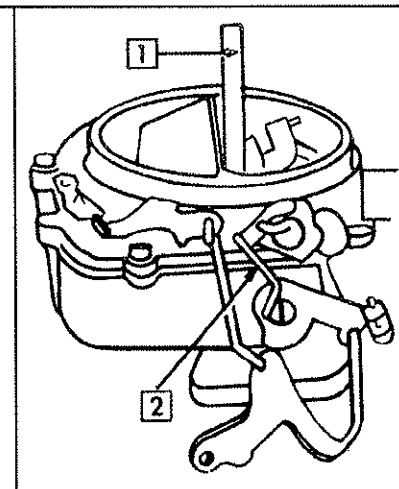


TYPE II

**FIG. D
UNLOADER**

NOTE: HOLD THROTTLE VALVE WIDE OPEN, CLOSE CHOKE VALVE AS FAR AS POSSIBLE WITHOUT FORCING VALVE.

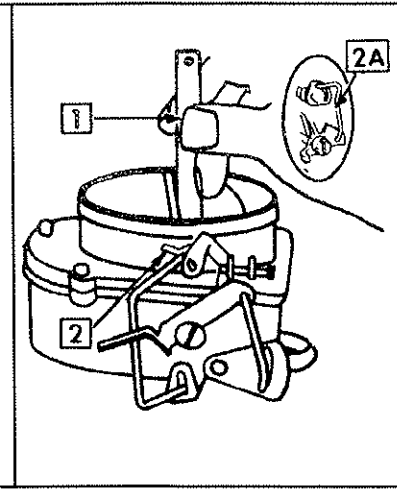
1. MEASURE CLEARANCE BETWEEN TOP EDGE OF CHOKE VALVE AND INNER WALL OF AIR HORN.
2. TO ADJUST, BEND TANG ON FAST IDLE ARM.



**FIG. G
FAST IDLE LINK**

NOTE: PLACE FAST IDLE SPEED SCREW ON APPROPRIATE STEP OF CAM. MOVE CHOKE VALVE TOWARD CLOSED POSITION WITH LIGHT PRESSURE ON CHOKE SHAFT LEVER.

1. MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND INNER WALL OF AIR HORN.
2. TO ADJUST, 1964-1969 MODELS BEND TANG. FOR LATER MODELS (SEE INSERT-BEND LINK A)

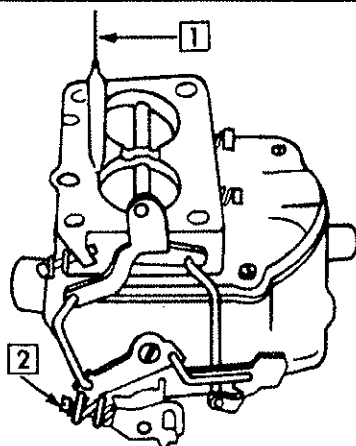


ADJUSTMENT DATA (CONT'D)

**FIG. H
THROTTLE VALVE
CLEARANCE**

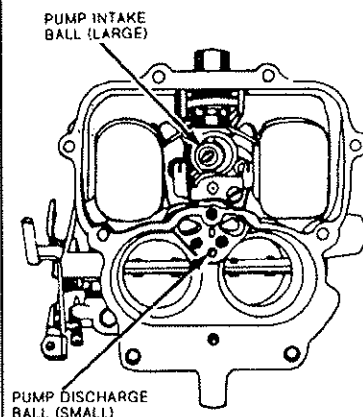
NOTE: WITH CHOKE VALVE CLOSED PLACE FAST IDLE SCREW ON APPROPRIATE STEP OF CAM.
(SEE SPECIFICATION CHART)

1. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF THROTTLE VALVE AND BORE OPPOSITE IDLE MIXTURE SCREWS.
2. TO ADJUST, TURN FAST IDLE SCREW.



**PUMP CHECK BALL
LOCATION**

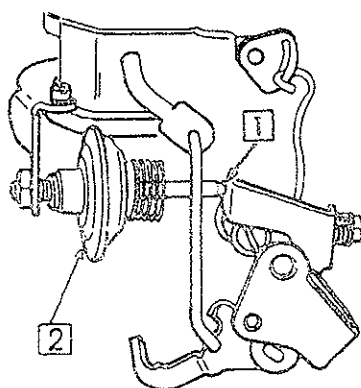
NOTE: CHECK BALLS MUST BE INSTALLED IN THEIR PROPER LOCATIONS. FAILURE TO DO SO WILL CAUSE HARD STARTING AND OR INABILITY TO ACCELERATE.



**FIG. I
DASHPOT**

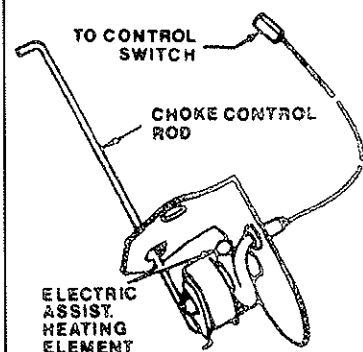
NOTE: START ENGINE. CONNECT TACHOMETER AND POSITION THROTTLE LEVER TO 2500 RPM.

1. LOOSEN LOCKNUT.
2. ADJUST DASHPOT UNTIL THE STEM JUST CONTACTS TANG AT THROTTLE LEVER. BE SURE ENGINE RETURNS TO IDLE AFTER MAKING THIS ADJUSTMENT.



**ELECTRICAL ASSIST
CHOKE
TROUBLESHOOTING
(INOPERATIVE IGNITION
CIRCUIT)**

NOTE: CONTROL SWITCH (VIA IGNITION CIRCUIT) PROVIDES ELECTRICAL INPUT TO ACTIVATE HEATING ELEMENT. A SHORT IN WIRING OR WITHIN HEATER ITSELF COULD RESULT IN SHORTING OUT IGNITION CIRCUIT.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level Fig. A	Pump Travel ⁴ Fig. B	Bowl Vent Fig. C	Un-loader Fig. D	Auto. Choke Setting Fig. E	Choke Diaph. Link Fig. F	Fast Idle Link ⁷ Fig. G	Throttle Valve Clear ⁷ Fig. H	Idle Speed	
										Hot	Fast ⁷

CHRIS-CRAFT

	350 Eng.	5/16	1	—	1/4	—	1/8	9/64	—	—	—
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CHRYSLER MOTORS

1971	383 Eng. -A.T. -(Exc. Export)	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	700	1700
	-Export	11/32	1"	1/32	1/4	2 Rich	9/64	9/64	—	9	1700
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
	-M.T.	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	750	1700
1970	383 Eng. -A.T. -w/o A.C.	11/32	1"	1/32	1/4	2 Rich	9/64	9/64	—	650	1700
	-w/A.C.	11/32	1"	1/32	—	2 Rich	5/32	9/64	—	650	1700
	-M.T. -(Exc. Cal.)	11/32	1"	1/32	1/4	2 Rich	5/32	9/64	—	750	1700
	-Cal.	11/32	1"	5/32	1/4	2 Rich	5/32	9/64	—	750	1700
	-Export	11/32	1"	1/32	1/4	2 Rich	9/64	9/64	—	9	1700
	383 Eng. -Service Carb. -A.T.	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	700	1700
	-M.T. -(Exc. Cal.; Exp.)	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
	-Cal.; Export	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	750	1700
1969	383 Eng. -A.T. -Early	11/32	1"	3/64	1/4	2 Rich	5/32	1/8	.020	600	1600
	-Late	11/32	1"	3/64	1/4	2 Rich	5/32	1/8	.020	9	600
	-M.T.	11/32	1"	3/64	1/4	2 Rich	5/32	1/8	.020	700	1600
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
1968	383 Eng. -A.T.	11/32	1"	3/64	1/4	2 Rich	11/64	1/8	.020	600	1600
	-M.T.	11/32	1"	3/64	1/4	2 Rich	15/64	1/8	.020	650	1600
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
1967-63	383 Eng. -Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
1967	383 Eng. -Less Cal.	11/32	29/32 ⁵	1/16	1/4	2 Rich	5/32	3/32	.027	500	700 ⁸
	-Cal. -A.T.	11/32	1"	3/64	1/4	2 Rich	1/8	3/32	.020	600	1400
	-M.T.	11/32	1"	3/64	1/4	2 Rich	5/32	3/32	.020	650	1700

DISASSEMBLY — ASSEMBLY NOTES

UPON DISASSEMBLY, MARK LOCATION & NOTE POSITION OF ALL SPRINGS WHICH HAVE TO BE REMOVED.

RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES.

WHEN REMOVING MIXTURE SCREWS (57) MARK POSITION, TURN IN UNTIL LIGHTLY SEATED COUNTING NUMBER OF TURNS, TURN OUT TO INDEX MARK, RECORD NUMBER OF TURNS FOR RE-ASSEMBLY AND THEN REMOVE.

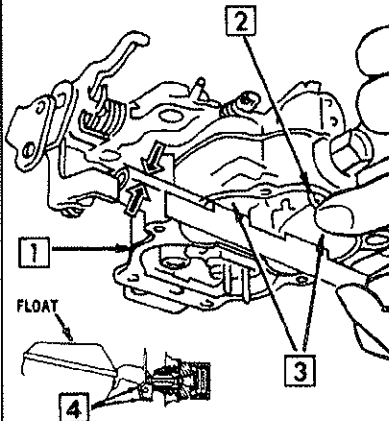
SOME MODELS: REMOVE LIMITER CAPS (56) BY TURNING IN #8 SHEET METAL SCREW IN CENTER OF CROSS SLOTS FORCING LIMITER CAPS OFF.

5. BE SURE RETAINER (40) IS SEATED ON FLOAT PIN (42) AND NOT HUNG UP IN GUIDE SLOTS.
6. LIGHTLY LUBRICATE PLUNGER ASSEMBLY CUP (34) BEFORE INSTALLING.
7. DO NOT ALLOW VITON NEEDLE (38) TO BE PRESSED INTO SEAT (36).
8. CHECK THROTTLE LINKAGE FOR FREEDOM OF MOVEMENT BEFORE & AFTER INSTALLATION OF CARBURETOR ON ENGINE.

ADJUSTMENT DATA

**FIG. A
FLOAT LEVEL ADJUSTMENT**

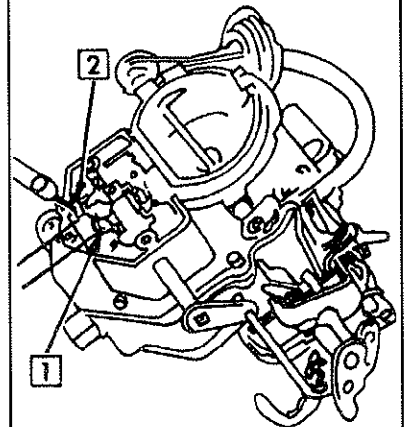
1. INVERT MAIN BODY SO THAT ONLY WEIGHT OF FLOATS IS FORCING NEEDLE AGAINST SEAT.
2. HOLD FINGER AGAINST RETAINER TO ASSURE PIN IS FULLY SEATED.
3. MEASURE FROM THE SURFACE TO THE FUEL BOWL TO THE CROWN AT CENTER OF EACH FLOAT.
4. TO ADJUST, BEND TAB ON FLOAT ARM.



**FIG. D
BOWL VENT ADJUSTMENT**

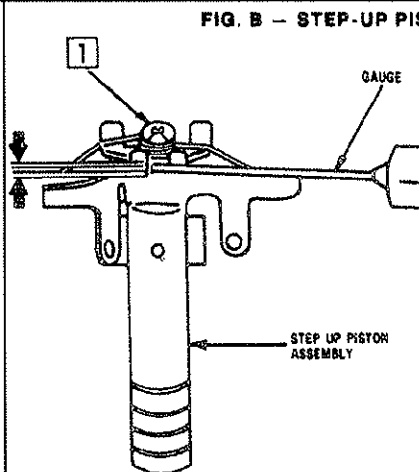
NOTE: PUMP TRAVEL AND CURB IDLE SPEED MUST BE PROPERLY SET BEFORE MAKING THIS ADJUSTMENT.

1. MEASURE BETWEEN TOP OF BOWL VENT VALVE AND SEAT.
2. ADJUST TO SPECIFIED CLEARANCE BY BENDING THE BOWL VENT LEVER TAB.



STEP I BASIC ADJUSTMENT

1. WITH STEP-UP PISTON ASSY. OUTSIDE CARBURETOR, MEASURE GAP CLEARANCE AS SHOWN & RECORD. IF SETTING APPEARS INCORRECT, TURN SCREW TO ADJUST GAP CLEARANCE AS SPECIFIED (SEE SPEC CHART) OR APPROX. 1/32". NOTE: TURN ADJUSTING SCREW IN TO DECREASE GAP CLEARANCE ALLOWING METERING RODS TO LIFT FURTHER OUT OF MAIN JETS TO ENRICHEN MIXTURE. TURN ADJUSTING SCREW OUT FOR OPPOSITE EFFECT.



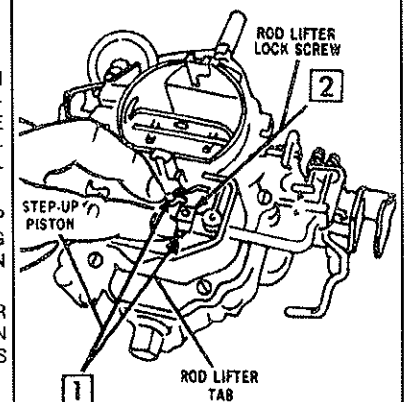
TYPE I

FIG. B — STEP-UP PISTON ADJUSTMENT

STEP II REQUIRED ADJUSTMENT

NOTE: WITH STEP-UP PISTON ASSY. INSTALLED IN CARBURETOR, TURN OUT IDLE R.P.M. SCREW UNTIL THROTTLE VALVES ARE COMPLETELY CLOSED.

1. FULLY DEPRESS STEP-UP PISTON WHILE HOLDING MODERATE PRESSURE ON ROD LIFTER TAB.
2. NEXT, TIGHTEN ROD LIFTER LOCK SCREW, THEN RETURN IDLE R.P.M. SCREW TO ITS ORIGINAL SETTING.



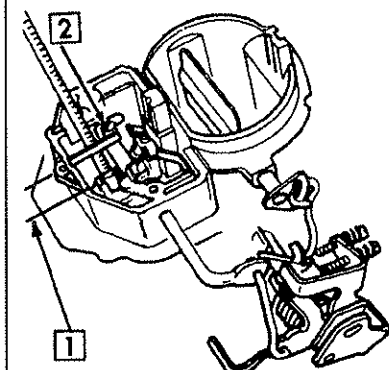
TYPE II

**FIG. C
PUMP TRAVEL**

NOTE: PLACE PUMP LINK IN OUTER HOLE OF PUMP ARM AND TURN CURB IDLE SCREW TWO FULL TURNS CLOCKWISE AFTER IT JUST CONTACTS STOP. HOLD THROTTLE IN CLOSE POSITION.

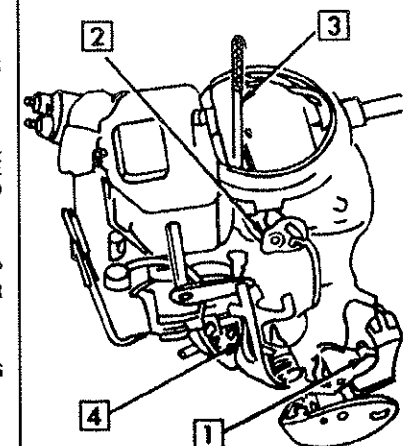
1. MEASURE FROM THE TOP OF ACCELERATOR PUMP SHAFT TO TOP OF BOWL COVER.
2. TO ADJUST, LOOSEN PUMP SHAFT LOCK SCREW AND ROTATE SLEEVE UNTIL PROPER DISTANCE IS OBTAINED.

CHRYSLER MODELS: IF PUMP TRAVEL IS CHANGED, BOWL VENT ADJUSTMENT MUST BE RESET.



**FIG. E
UNLOADER**

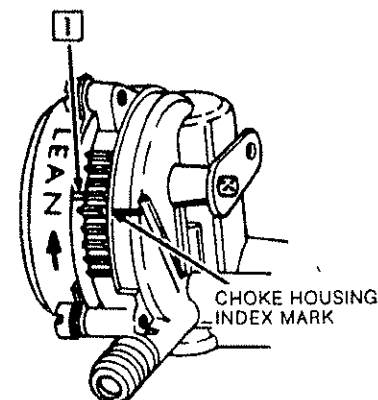
1. HOLD THROTTLE VALVE IN WIDE OPEN POSITION.
2. LIGHTLY CLOSE CONTROL LEVER TO MOVE CHOKE VALVE TOWARD CLOSED POSITION.
3. MEASURE BETWEEN TOP OF CHOKE VALVE AND AIR HORN WALL.
4. ADJUST BY BENDING TANG ON THROTTLE LEVER.



ADJUSTMENT DATA (CONT'D)

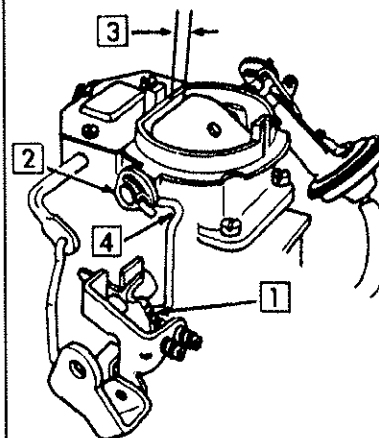
**FIG. F
AUTO CHOKE**

1. ROTATE COVER AGAINST SPRING TENSION. ALIGN INDEX MARK TO SPECIFIED SETTING ON CHOKE HOUSING.



**FIG. H
FAST IDLE LINK**

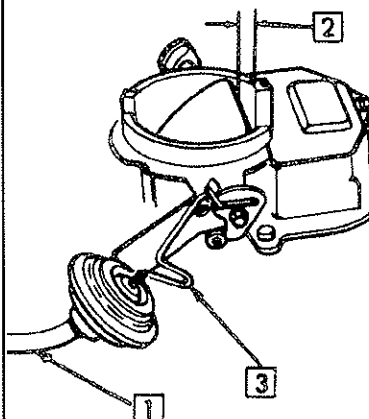
1. PLACE FAST IDLE SPEED SCREW ON APPROPRIATE STEP OF CAM.
2. MOVE CHOKE VALVE TOWARD CLOSED POSITION WITH LIGHT PRESSURE ON CHOKE SHAFT LEVER.
3. MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND INNER WALL OF AIR HORN.
4. TO ADJUST, BEND CHOKE LINK.



**FIG. G
CHOKE DIAPHRAGM LINK
(CHOKE PULL OFF)**

NOTE: AMER. MOTORS ONLY. ROTATE CHOKE COVER 90° RICH.

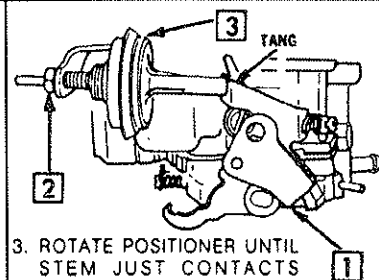
1. APPLY AT LEAST 15" OF VACUUM FROM AN EXTERNAL SOURCE TO CHOKE DIAPHRAGM ASSEMBLY.
2. MEASURE AS SPECIFIED BETWEEN TOP EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
3. TO ADJUST, BEND CHOKE LINK AS REQUIRED.



**FIG. I
DASHPOT
(VACUUM THROTTLE POSITIONER)**

NOTE: SOME MODELS USE VACUUM THROTTLE POSITIONER; OTHERS USE THROTTLE SOLENOID. REFER TO SHOP MANUAL OR ENGINE DECAL TO ADJUST THROTTLE SOLENOID.

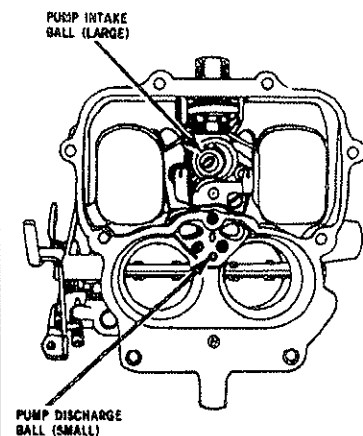
1. MANUALLY POSITION THROTTLE LEVER TO 2500 RPM.
2. LOOSEN LOCK NUT.



3. ROTATE POSITIONER UNTIL STEM JUST CONTACTS TANG. RELEASE THROTTLE LEVER AND SLOWLY ROTATE POSITIONER TO DECREASE ENGINE SPEED UNTIL A SUDDEN DROP OCCURS (ABOVE 1000 RPM). NOW TURN POSITIONER IN THE DECREASING DIRECTION AN ADDITIONAL 1/4 TURN, AND TIGHTEN LOCK NUT.

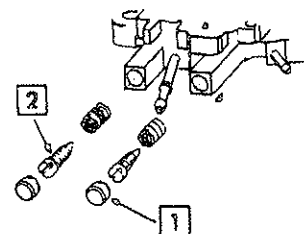
PUMP CHECK BALL LOCATION

NOTE: CHECK BALLS MUST BE INSTALLED IN THEIR PROPER LOCATIONS. FAILURE TO DO SO WILL CAUSE HARD STARTING AND OR INABILITY TO ACCELERATE.



**FIG. J
REMOVAL OF IDLE MIXTURE PLUGS & SCREWS**

1. DRILL SMALL HOLE IN CENTER OF EACH PLUG. USE AN APPROPRIATE PULLER OR TOOL SUCH AS A BENT PICK TO REMOVE BOTH PLUGS.
2. TO REMOVE MIXTURE SCREWS, MARK POSITION THEN TURN IN TO SEAT LIGHTLY, TURN OUT COUNTING NUMBER OF TURNS TO INDEX MARK. RECORD & REMOVE.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level Fig. A	Step-Up Piston Adjust. Fig. B	Pump Travel Fig. C	Bowl Vent Fig. D	Un- loader Fig. E	Auto. Choke Setting Fig. F	Choke Diaph. Link Fig. G	Dash- pot Fig. I	Fast Link Fig. I	Idle Speed	
											Hot	Fast

AMC – SPECIFICATION I.D.-B

87-82	258 Eng. Carb. No. 8338, 39, 60, 62, 64, 67, 83, 84 Carb. No. 8349	1/4 1/4	1/32 1/32	33/64 1/2	— —	9/32 9/32	1 Rich ¹ 2 Rich	9/64 1/8	See Text See Text	3/32 3/32	— —	— —
1981	258 Eng. -A.T., M.T. -Calif.; A.T. -Hi-Alt. -A.T. -Fed. -M.T. -M.T. -Hi-Alt.	1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32	33/64 1/2 33/64 33/64	— — — —	9/32 9/32 9/32 9/32	1 Rich 2 Rich 2 Rich 1 Rich	9/64 1/8 1/8 1/8	See Text See Text See Text See Text	3/32 3/32 3/32 5/64	— — — —	— — — —
1980	258 Eng. Carb. No. 8278 A.T. - Exc. Carb. No. 8253, 56, 57 A.T. - Exc. Carb. No. 8216, 46, 47, 48, 8313 M.T. - Exc. Carb. No. 8253, 56, 57 M.T. - Exc. Carb. No. 8216, 46, 47, 48, 8313	1/4 1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32 1/32	35/64 33/64 15/32 33/64 33/64	— — — — —	9/32 9/32 9/32 9/32 9/32	Index 2 Rich 2 Rich 1 Rich 2 Rich	9/64 9/64 1/8 5/32 1/8	— See Text — See Text —	3/32 3/32 3/32 3/32 3/32	— 600 — 700 —	— 1850 — 1700 —
1979	258 Eng. -A.T. -M.T. -High Altitude -A.T. -Calif. -A.T. -High Altitude	1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32	15/32 33/64 15/32 17/32	— — — —	9/32 9/32 9/32 9/32	1 Rich 1 Rich 1 Rich 1 Rich	9/64 5/32 9/64 5/32	— — — —	7/64 7/64 7/64 7/64	700 — — —	1600 1500 1600 1600
1978	258 Eng. -A.T. -M.T.	1/4 1/4	3/64 3/64	1/2 33/64	— —	9/32 9/32	Index 1 Rich	5/32 1/8	— —	7/64 3/32	700 750	1600 1500
1977	258 Eng. -A.T. -Exc. Calif. -Calif. -M.T.	1/4 1/4 1/4	1/32 1/32 1/32	1/2 ¹⁷ 1/2 ¹⁷ 1/2 ¹⁷	— — —	9/32 9/32 9/32	2 Rich 2 Rich 1 Rich	5/32 5/32 1/8	7/64 ¹⁸ 7/64 ¹⁸ 7/64 ¹⁸	1/8 7/64 3/32	600 700 600	1600 1600 1600
1976	258 Eng. -A.T. -M.T.	1/4 1/4	3/64 3/64	1/2 ¹⁷ 1/2 ¹⁷	— —	1/4 1/4	2 Rich 1 Rich	1/8 1/8	7/64 ¹⁸ 7/64 ¹⁸	3/32 ¹⁹ 3/32 ¹⁹	700 850	1700 1700

JEEP

87-82	258 Eng. Carb. No. 8338, 39, 60, 62, 64, 67, 83, 84 Carb. No. 8340, 41 Carb. No. 8349	1/4 1/4 1/4	1/32 1/32 1/32	33/64 33/64 1/2	— — —	9/32 9/32 9/32	1 Rich 1 Rich 2 Rich ³	9/64 5/32 1/8	See Text See Text See Text	3/32 7/64 ² 3/32	— — —	— — —
1981	258 Eng. Carb. No. 8255 Carb. No. 8257 Carb. No. 8312	1/4 1/4 1/4	1/32 1/32 1/32	15/32 33/64 1/2	— — —	9/32 9/32 9/32	Index 2 Rich 1 Rich	9/64 1/8 9/64	— — —	3/32 3/32 3/32	— — —	— — —
	-A.T., M.T. -Calif.; A.T. -Hi-Alt. -A.T. -Fed. -M.T. -M.T. -Hi-Alt.	1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32	33/64 1/2 33/64 33/64	— — — —	9/32 9/32 9/32 9/32	1 Rich 2 Rich 2 Rich 1 Rich	9/64 1/8 1/8 1/8	See Text See Text See Text See Text	3/32 3/32 3/32 5/64	— — — —	— — — —
1980	258 Eng. -A.T. -Calif., Fed. -M.T. -Calif., Fed. Carb. No. 8255 -M.T. -Hi-Alt.	1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32	15/32 33/64 15/32 33/64	— — — —	9/32 9/32 9/32 9/32	2 Rich 2 Rich Index 1 Rich	1/8 1/8 9/64 7/64	— — — —	3/32 3/32 3/32 5/64	— — — —	— — — —
1979	258 Eng. -A.T. -M.T. -A.T. -M.T. -A.T. -Calif. -M.T. -Calif.	1/4 1/4 1/4 1/4 1/4	1/32 1/32 1/32 1/32 1/32	7/16 15/32 33/64 15/32 33/64	— — — — —	9/32 9/32 9/32 9/32 9/32	2 Rich 1 Rich 1 Rich 1 Rich 1 Rich	1/8 9/64 5/32 9/64 5/32	— — — — —	3/32 7/64 7/64 7/64 7/64	750 700 750 700 750	1700 1600 1600 1600 1600
78-77	258 Eng.	1/4	1/32	7/16	—	9/32	2 Rich	5/64	—	3/32	650	1650

CHRYSLER, DODGE, PLYMOUTH — SPECIFICATION I.D.-C

1984	318 Eng.	1/4	1/32	15/32	—	9/32	—	1/8	See Text	5/64	—	—
83-81	225 Eng. -A.T. -Can.	1/4	1/32	1/2 ⁴	5/64	9/32	—	3/32	See Text	5/64	750	1600
	318 Eng. -A.T. -Can.	1/4	1/32	1/2	5/64	9/32	—	1/8	See Text	5/64	730	1500
	-Fed.	1/4	1/32	1/2 ⁵	—	9/32	—	1/8	See Text	5/64	600	1400
1980	225 Eng. -Can. & Fed.	1/4	1/32	1/2	5/64	9/32	—	3/32	—	5/64	1600	1600
	318 Eng. -A.T. -Can. & Fed.	1/4	1/32	1/2	5/64	9/32	—	1/8 ⁶	—	5/64	1500 ⁷	1500 ⁷
	360 Eng. -A.T. -Can. & Fed.	1/4	1/32	1/2	5/64	9/32	—	7/64	—	5/64	1500	1500
1979	225 Eng. -A.T. -Can. & Fed.	1/4	9	15/32	5/64	9/32	—	7/64	—	5/64	1600	1600
	318 Eng. -A.T.	1/4	9	15/32	5/64	9/32	—	7/64	—	5/64	1600	1600
1978	225 Eng. -A.T.	1/4	9	1/2	5/64	9/32	—	3/32	—	5/64	1600	1600
	-M.T.	1/4	9	1/2	5/64	9/32	—	7/64	—	5/64	1500	1500
	318 Eng. -A.T.	1/4	9	1/2	5/64	9/32	—	9/64	—	5/64	1500	1500
	-M.T.	1/4	9	1/2	5/64	9/32	—	5/32	—	5/64	1400	1400

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level Fig. A	Step-Up Piston Adjust. Fig. B	Pump Travel Fig. C	Bowl Vent Fig. D	Un- loader Fig. E	Auto. Choke Setting Fig. F	Choke Diaph. Link Fig. G	Dash- pot Fig. I	Fast Link Fig. I	Idle Speed	
											Hot	Fast

CHRYSLER, DODGE, PLYMOUTH (Cont'd) — SPECIFICATION I.D.-C

1977	225 Eng. -A.T.	1/4	9	15/32	—	9/32	—	7/64	—	5/64	750	1600
	-Calif.	1/4	9	15/32	—	9/32	—	1/8	—	5/64	850	1700
	-M.T.	1/4	9	15/32	—	9/32	—	3/32	—	5/64	750	1600
	-Calif.	1/4	9	15/32	—	9/32	—	1/8	—	5/64	800	1600
	318 Eng. -A.T. -Carb. No. 8126S	1/4	9	15/32	—	5/16	—	7/64	—	5/64	850	1500
	-Carb. No. 8094S	1/4	9	1/2	—	5/16	—	5/64	—	5/64	700	1400
	-Calif.	1/4	9	15/32	—	5/16	—	7/64	—	5/64	850	1500
	-M.T.	1/4	9	15/32	—	5/16	—	1/8	—	5/64	700	1400
1976	-Export	1/4	9	1/2	—	9/32	—	9/64	—	5/64	—	—
	318 Eng. -A.T. -Exc. Calif.	1/4	9	1/2	—	31/32	—	5/64	See Text	5/64	750	1500 ¹⁹
	-Calif.	1/4	9	1/2	—	5/16	—	7/64	See Text	5/64	750	1500 ¹⁹
	-Reg. Fuel, Air Pump	1/4	9	15/32	—	5/16	—	7/64	See Text	5/64	750	1500 ¹⁹
1975	-M.T.	1/4	9	1/2	—	9/32	—	1/8	See Text	5/64	750	1500 ¹⁹
	318 Eng. -A.T. -Exc. Calif. -Early	1/4	9	1/2	—	5/16	—	7/64	See Text	5/64 ¹⁹	650	1500 ¹⁹
	-Late	1/4	9	1/2	—	5/16	—	5/64	See Text	5/64 ¹⁹	750	1500 ¹⁹
	-Calif.	1/4	9	1/2	—	5/16	—	7/64	See Text	5/64 ¹⁹	750	1500 ¹⁹
1974	-M.T.; Can. -A.T.	1/4	9	1/2	—	9/32	—	1/8	See Text	5/64 ¹⁹	750	1500 ¹⁹
	318 Eng. -A.T. - (Exc. Calif. -Late; Export)	1/4	9	1/2	—	9/32	—	7/64	—	3/32	750	1500
	- (Calif. -Late; Export)	1/4	9	1/2	—	9/32	—	7/64	—	3/32	—	—
	-M.T. - (Exc. Export)	1/4	9	1/2	—	9/32	—	9/64	—	3/32	750	1700
	Carb. 6464, 6466	1/4	9	1/2	—	9/32	—	9/64	—	3/32	—	—
	Carb. 8009	1/4	9	1/2	—	9/32	—	9/64	—	3/32	—	—
	- (Export)	1/4	9	1/2	—	9/32	—	5/32	—	3/32	—	—

DODGE TRUCK

85-84	318 Eng. -Fed.	1/4	1/32	15/32	5/64	9/32	—	1/8	See Text	5/64	—	—
	Carb. No. 8386 -Can.	1/4	1/32	15/32	5/64	5/16	—	5/64	See Text	5/64	—	—
83-82	225 Eng. -Carb. No. 8352	1/4	1/32	1/2	5/64	5/16	—	1/8	See Text	5/64	—	—
	-Carb. No. 8371	1/4	1/32	15/32	5/64	9/32	—	1/8	See Text	5/64	—	—
	318 Eng. -Carb. No. 8348	1/4	1/32	1/2	5/64	5/16	—	1/8	See Text	5/64	—	—
	-Carb. No. 8358, 59, 74	1/4	1/32	15/32	5/64	9/32	—	1/8	See Text	5/64	—	—
79-78	225 Eng. -Calif. -Fed.	1/4	9	1/2	—	9/32	—	7/64	See Text	5/64	—	—
	-Carb. No. 8176	1/4	9	1/2	—	5/16	—	5/64	See Text	5/64	—	—
	318 Eng. -Fed.	1/4	9	1/2	—	9/32	—	7/64	See Text	5/64	—	—
	-Carb. Nos. 8146, 47, 56	1/4	9	1/2	—	5/16	—	7/64 ¹⁰	See Text	5/64	—	—
80-76	245, 318 Eng. -Australia	1/4	9	1/2	—	—	—	—	—	—	—	—
77-74	225 Eng. -Carb. No. 8110	1/4	9	1/2	—	9/32	—	3/32	—	5/64	—	—
	318 Eng. -Carb. No. 6536, 6610, 13, 8008	1/4	9	1/2	—	9/32	—	5/32	—	3/32	—	—
	-Carb. No. 6537, 6611	1/4	9	1/2	—	9/32	—	7/64	—	3/32	—	—
	-Carb. No. 8081, 82, 85, 8115, 46	1/4	9	1/2	—	9/32 ¹¹	—	1/8 ¹²	—	5/64	—	—
	-Carb. No. 8108, 12, 13, 21, 47	1/4	9	1/2	—	5/16	—	5/64 ¹³	—	5/64	—	—
	-Carb. No. 8013, 14, 16, 20, 24, 25, 26	1/4	9	1/2	—	5/16 ¹⁴	—	1/8 ¹⁵	—	5/64	—	—
	-Carb. No. 6585, 86	1/4	9	1/2	—	—	—	—	—	5/64	—	—

FOOTNOTES

¹ Carb. Nos. 8360, 62, 64, 67 - gold index key, set index; red index key, set 1 Rich; green index key, set 2 Rich.

² Carb. No. 8341 set 5/32.

³ Carb. No. 8351 set Index.

⁴ 1983 Carb. No. 8290 set 15/32.

⁵ 1983 Carb. No. 8291 set 15/32.

⁶ Carb. No. 8317 set 9/64.

⁷ Carb. No. 8235 set 1700 RPM.

⁸ Refer to decal in engine compartment.

⁹ Perform Step II, Fig. B.

¹⁰ Carb. No. 8147 set 5/32;

Carb. No. 8146 set 5/64.

¹¹ Compact & Voyager models set 5/16.

¹² Carb. No. 8081 set 5/32;

Carb. No. 8146 set 5/64.

¹³ Carb. No. 8108 set 5/32;

Carb. No. 8112 set 7/64;

Carb. No. 8113 set 1/8.

¹⁴ Carb. No. 8020, 24 set 9/32.

¹⁵ Carb. No. 8014, 26 set 7/64;

Carb. No. 8025 set 5/64.

¹⁶ Adjust with Choke Valve wide open.

¹⁷ Throttle fully closed.

¹⁸ AMC only with idle speed set and throttle lever in Idle position, push dashpot plunger into end of travel. Check clearance between throttle lever and end of plunger. Clearance must be as specified (see specification chart). To adjust, rotate dashpot in bracket.

¹⁹ Set idle speed screw on second cam against shoulder of first.

ABBREVIATIONS

A/T	Automatic Transmission
M/T	Manual Transmission
Calif.	California
Can.	Canada
Exc.	Except
Fed.	Federal (49 States)
Hi-Alt.	High Altitude

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level Fig. A	Pump Travel ⁴ Fig. B	Bowl Vent Fig. C	Un-loader Fig. D	Auto. Choke Setting Fig. E	Choke Diaph. Link Fig. F	Fast Idle Link ⁷ Fig. G	Throttle Valve Clear ⁷ Fig. H	Idle Speed	
										Hot	Fast ⁷

CHRYSLER MOTORS (Cont'd)

1966	361 Eng. -A.T. Cal.	11/32	1"	3/64	1/4	2 Rich	11/64	1/8	.018	600	1400 ⁸
	361, 383 Eng. -A.T. -Less Cal.	11/32	1" ⁶	3/64	1/4	2 Rich	9/64	1/8	.027	650	700 ⁸
	-M.T. -Less Cal.	11/32	1" ⁶	3/64	1/4	2 Rich	11/64	1/8	.027	400	700 ⁸
	-Cal.	11/32	1"	3/64	1/4	2 Rich	11/64	1/8	.015	500	1600
1965	361, 383 Eng. -A.T.	11/32	1" ⁶	1/16	1/4	2 Rich	5/32	7/64	.027	500	700 ⁸
	-M.T.	11/32	1" ⁶	1/16	1/4	2 Rich	3/16	7/64	.027	500	600 ⁸
1964	383 Eng.	11/32	1" ⁵	1/16	1/4	2 Rich	11/64	15/64 ⁸	.022 ¹⁰	500	700 ⁸
1963	383 Eng.	9/32	1" ⁵	5/64	15/64	Index	—	—	.018 ¹¹	500	1400 ¹¹
1961-60	361 Eng.	9/32	1" ⁵	5/64	15/64	Index	—	—	.018 ¹¹	500	1400 ¹¹
	-Service Carb.	11/32	1" ⁵	1/16	1/4	2 Rich	11/64	15/64 ⁸	.022 ¹⁰	500	700 ⁸
1959	360 Eng.	5/16	1" ⁵	5/64	15/64	Index	—	—	.018 ¹¹	500	1400 ¹¹
	-Service Carb.	11/32	1" ⁵	1/16	1/4	2 Rich	11/64	15/64 ⁸	.022 ¹⁰	500	700 ⁸

DeSOTO

1960	318 Eng.	9/32	1" ⁵	—	1/4	Index	—	—	.015 ¹⁰	—	—
1959	318 Eng.	5/16	1" ⁵	—	15/64	Index	—	—	.018 ¹⁰	—	—
1958	318 Eng. - Exc.	5/16	1" ⁵	—	15/64	Index	—	—	.020 ¹⁰	—	—
	Carb. No. 2685	9/32	1-1/32" ⁵	—	1/4	1 Rich	—	—	.015 ¹⁰	—	—

DODGE TRUCKS

1971	383 Eng. -Series 1	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	750	1700
	-Series 2, 3	11/32	1"	1/32	—	Index	5/32 ¹²	9/64	—	9	1700
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
1970	318 Eng. -Cal. -A.T.; D1 -Cal. -A.T.	1/4	15/64 ⁶	15/64	1/4	Index	5/32	3/32	—	700	2800
	Service Carb.	1/4	15/64 ⁶	15/64	1/4	Index	5/32	3/32	—	750	1600
	-M.T.	11/32	1"	1/32	1/4	2 Rich	9/64	9/64	—	650	1700
	383 Eng. -D1 -Less Cal. -A.T.	11/32	1"	1/32	1/4	2 Rich	5/32	9/64	—	750	1700
	-M.T.	11/32	1"	1/32	1/4	2 Rich	9/64	9/64	—	650	1700
	-Cal. -A.T.	11/32	1"	5/32	1/4	2 Rich	9/64	9/64	—	650	1700
	-M.T.	11/32	1"	5/32	1/4	2 Rich	5/32	9/64	—	750	1700
	-D2-3, W2	11/32	1"	1/32	—	Index	5/32 ¹²	9/64	—	9	1700
	-Series 1 -M.T. -Less Cal.;	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
	Series 2, 3 -A.T. Service Carb.	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	700	1700
	-Series 1 -A.T. Service Carb.	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	750	1700
	-M.T. -Cal. Service Carb.	11/32	1"	3/16	1/4	2 Rich	5/32	9/64	—	750	1700
1969-60	Carb. #2905	17/64	1-3/64	1/16	—	—	—	—	—	500	—
	Carb. #3386	9/64	1-3/32	1/16	—	—	—	—	—	500	—
	Carb. #3820	17/64	1-3/64	1/16	—	—	—	—	.018	500	—
1969	383 Eng. -D1-3 -A.T. -Early	11/32	1"	3/64	1/4	2 Rich	5/32	1/8	.020	600	1600
	-Late; M.T.	11/32	1"	3/64	1/4	2 Rich	5/32	1/8	.020	9	600
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700
1968	383 Eng. -A.T.	11/32	1"	3/64	1/4	2 Rich	11/64	1/8	.020	600	1600
	-M.T.	11/2	1"	3/64	1/4	2 Rich	15/64	1/8	.020	650	1600
	-Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64 ⁷	—	9	1700
1967	383 Eng. -Less Cal.	11/32	29/32 ⁵	1/16	1/4	2 Rich	5/32	3/32	.027	500	700 ⁸
	-A.T. -Cal.	11/32	1"	3/64	1/4	2 Rich	1/8	3/32	.020	600	1400
	-M.T. -Cal.	11/32	1"	3/64	1/4	2 Rich	5/32	3/32	.020	650	1700
1967-63	383 Eng. Service Carb.	11/32	1"	1/32	1/4	Index	9/64	9/64	—	9	1700

FOOTNOTES

- ⁴ Install rod in outer hole of throttle lever unless otherwise specified.
- ⁵ Install rod in center hole of throttle lever.
- ⁶ Install rod in center hole of throttle lever and inner hole of pump lever.
- ⁷ Set idle speed screw on second step of cam against shoulder of first step, unless otherwise specified.
- ⁸ Set idle speed screw on 3rd step of cam against shoulder of 2nd step.
- ⁹ See decal in engine compartment.
- ¹⁰ Set idle speed screw on 1st step of cam.
- ¹¹ Align idle speed screw with index mark on cam.
- ¹² Models with A/T, set 9/64.

ABBREVIATIONS

- A.C. - Air Conditioning
- A/T - Automatic Transmission
- Cal. - California
- Exc. - Except
- Exp. - Export
- M/T - Manual Transmission
- w/ - with
- w/o - without