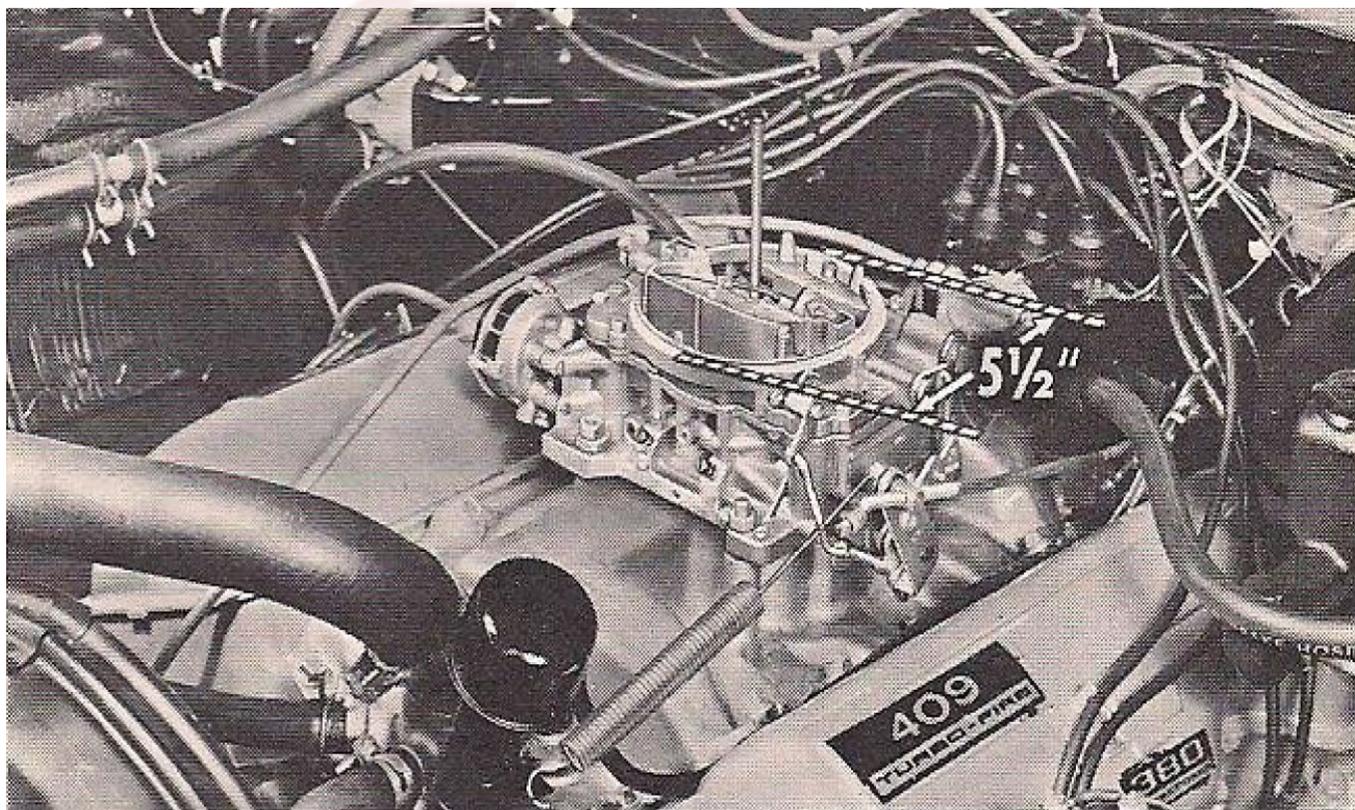
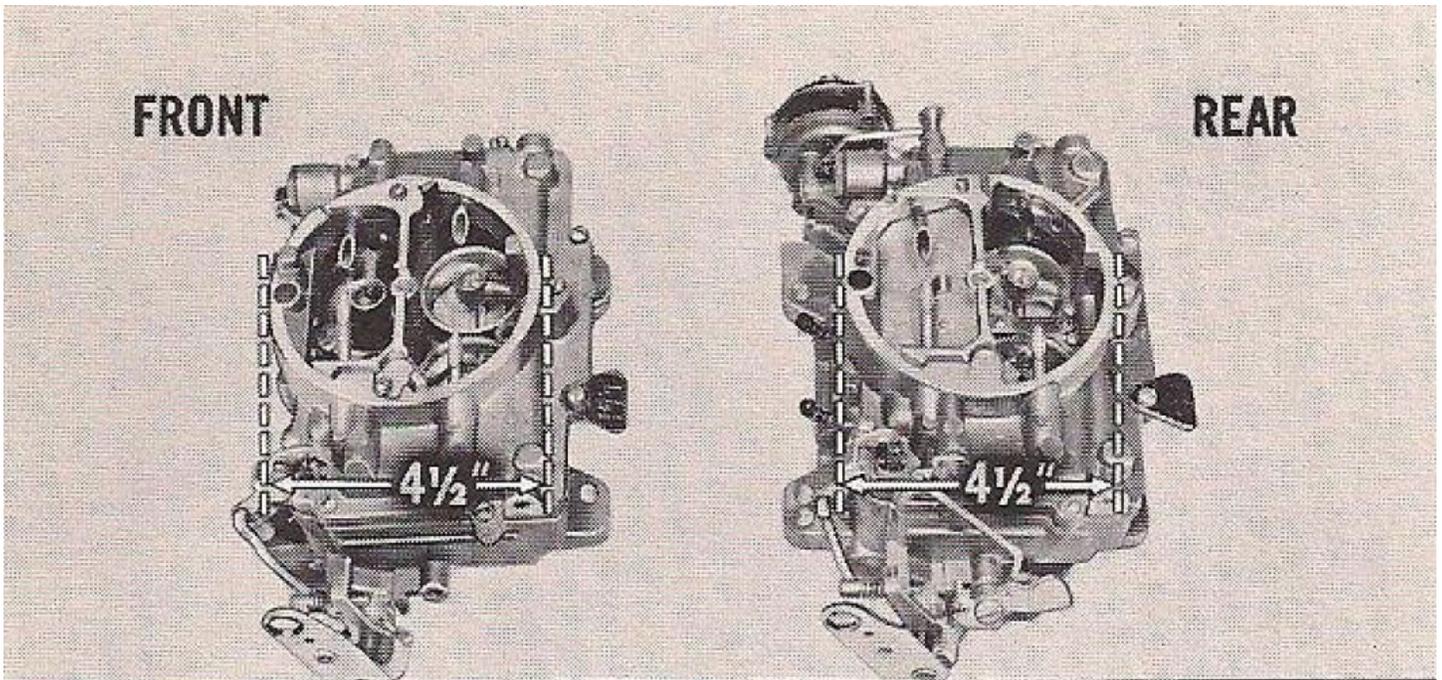


# Servicing the Carter Aluminum Four - Barrel Carburetor

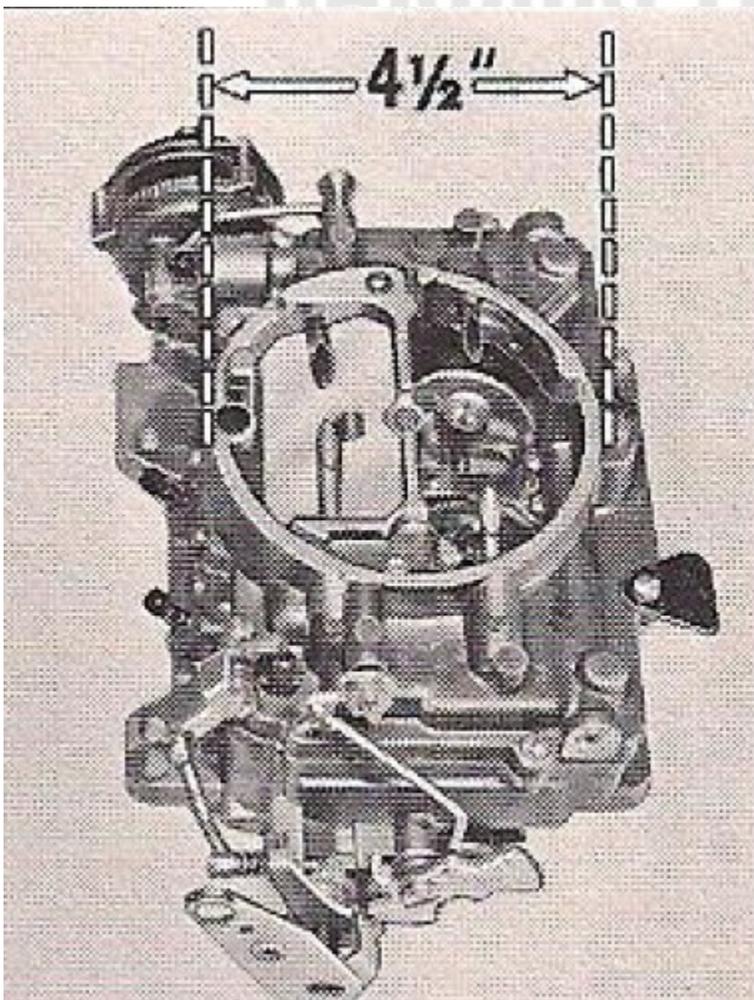
While this is a helpful guide when rebuilding your AFB carburetor, it does not replace experienced carburetor rebuilding. The following information may not fit your carburetor exactly. It is a general guide.



The 1962 Chevrolet passenger cars with the 409 cid engine use Carter model AFB



3345SA as standard equipment. The air horn diameter is 5 1/2"



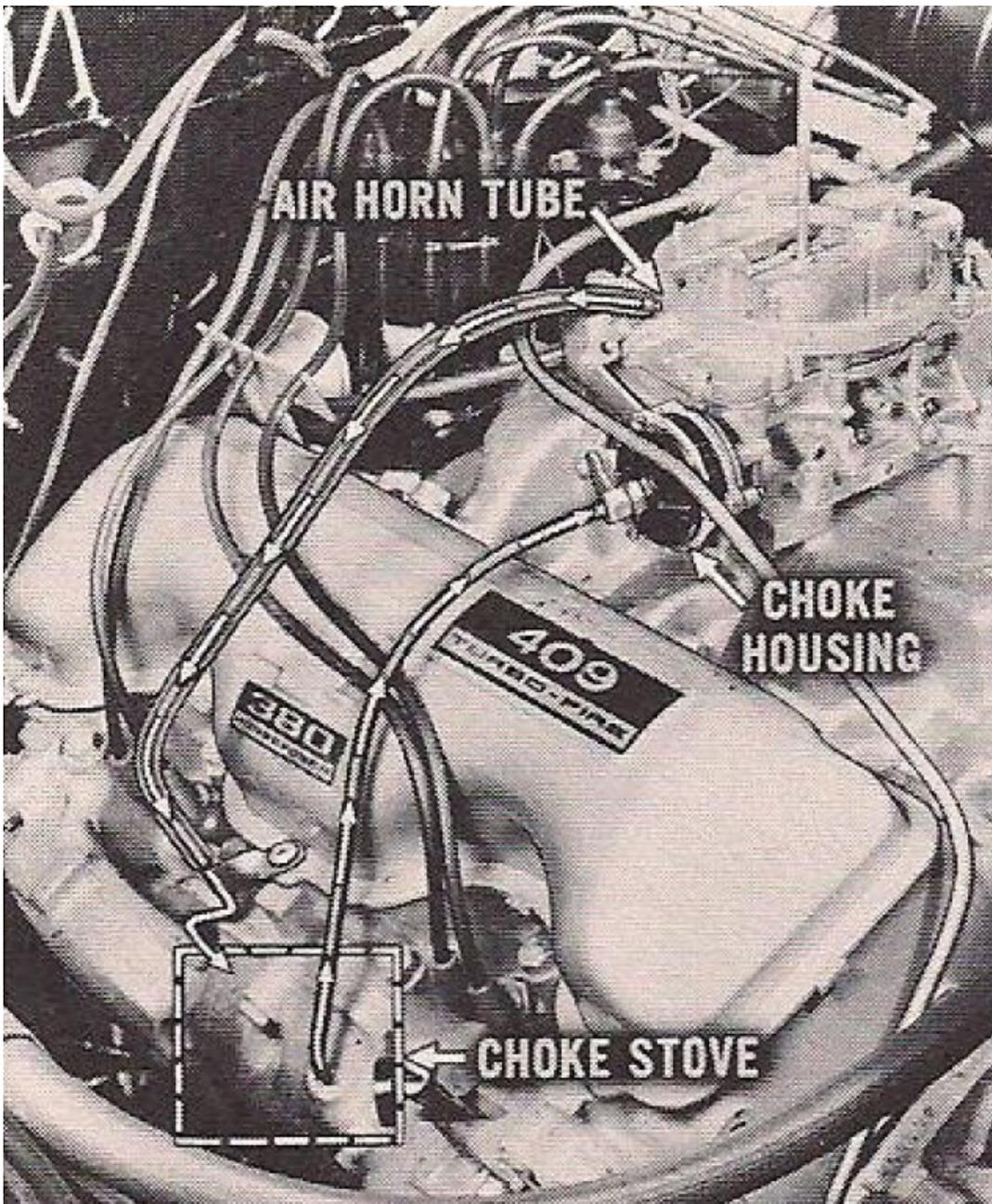
As a special option, the 409 cubic inch engine may be equipped with 2 AFB carburetors. The front model is 3361S and the rear model, containing a choke assembly is designated 3362S. Both have air horn throat diameters of 4 1/2"

The high performance 327 cubic inch engines, teamed with a 3 to 4 speed manual transmission, use AFB model 3269S as optional equipment while those with an automatic transmission use model 3310S as the available option. Both of these carburetors have an air horn throat diameter of 4 ½” and are very similar to the rear AFB model used on the 409 cid equipped with 2 carburetors.

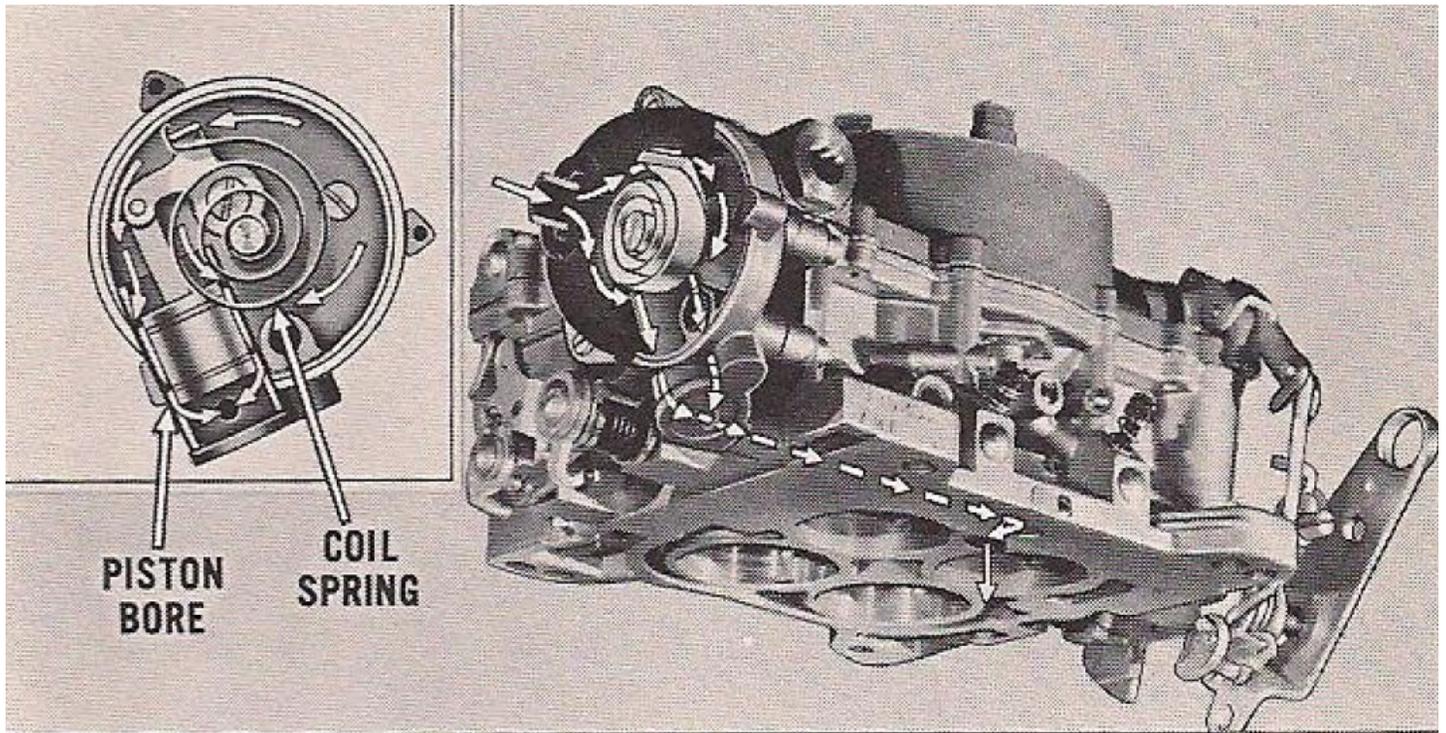


The AFB Carter carburetor consists of 2 light aluminum castings. The section containing the metering rods, idle circuits, accelerator pump assembly and automatic choke system is called the primary side. The opposite section is called the secondary side. The primary side functions at all times while the secondary side stands by until top speed and power are needed. Let's examine some of the more important new features of the AFB carburetor before disassembly.

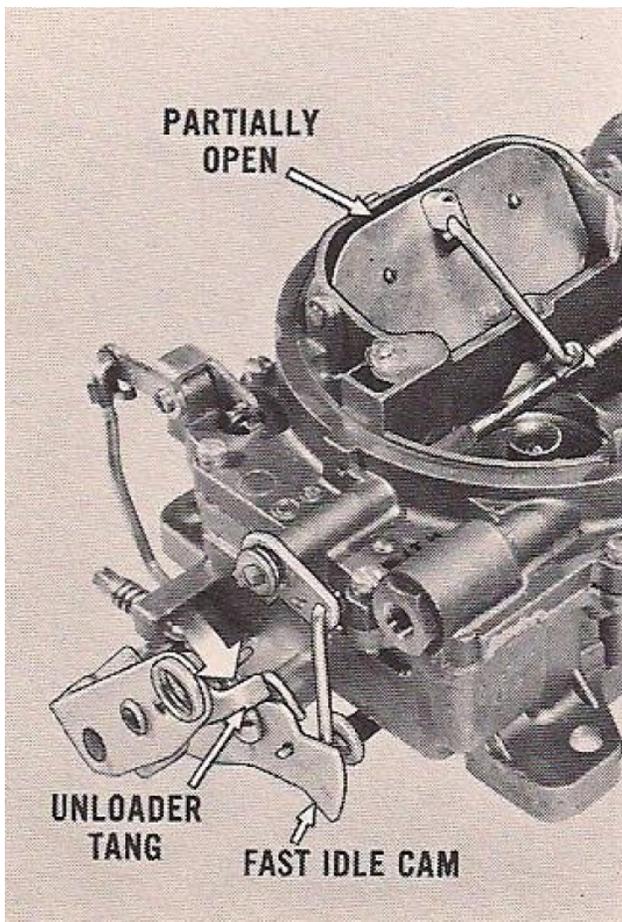
Choke clean air system: Air filtered through the air cleaner element is picked up at the air horn tube and pulled through the exhaust manifold choke stove into the choke housing.



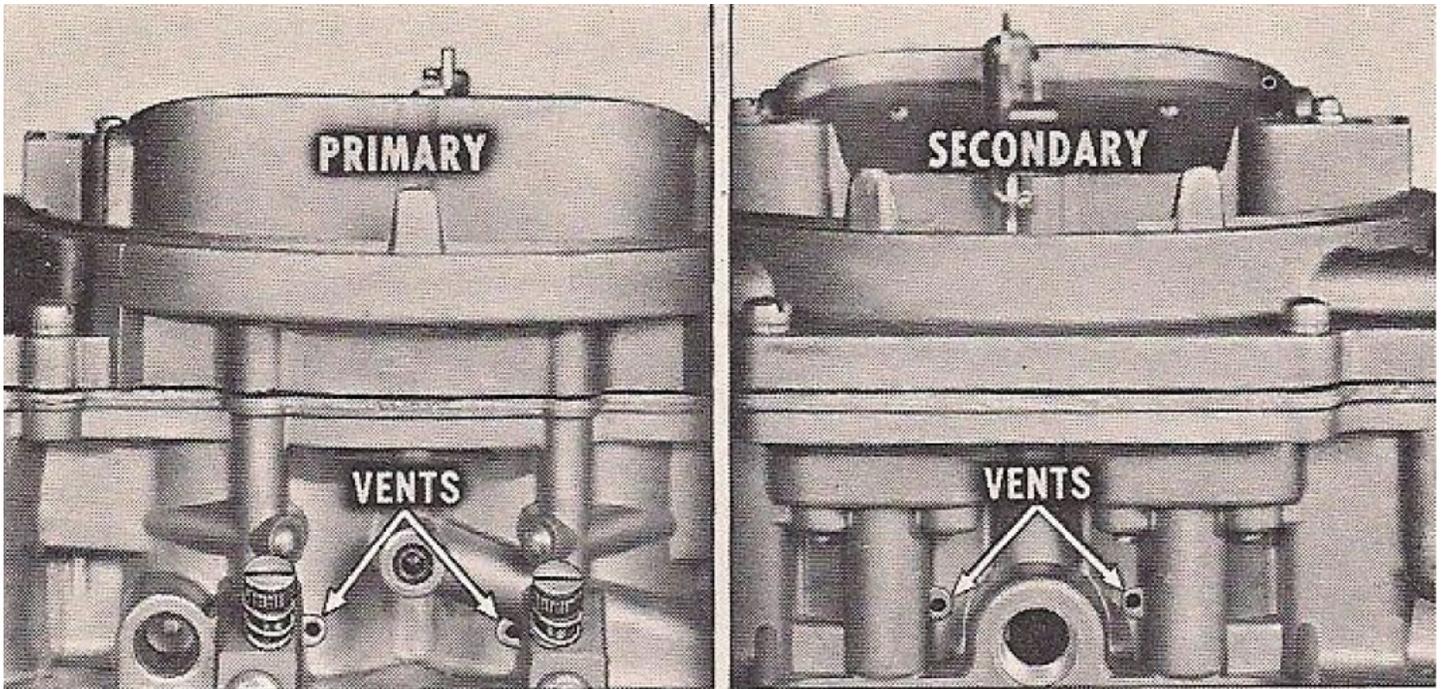
The heated air passes around the thermostatic coil spring and flows down the slotted sides of the piston bore before reaching the intake manifold vacuum source between the primary bores.



Choke Unloader: If the engine becomes flooded during a closed choke condition, a greater amount of air can be introduced into the intake manifold system by fully



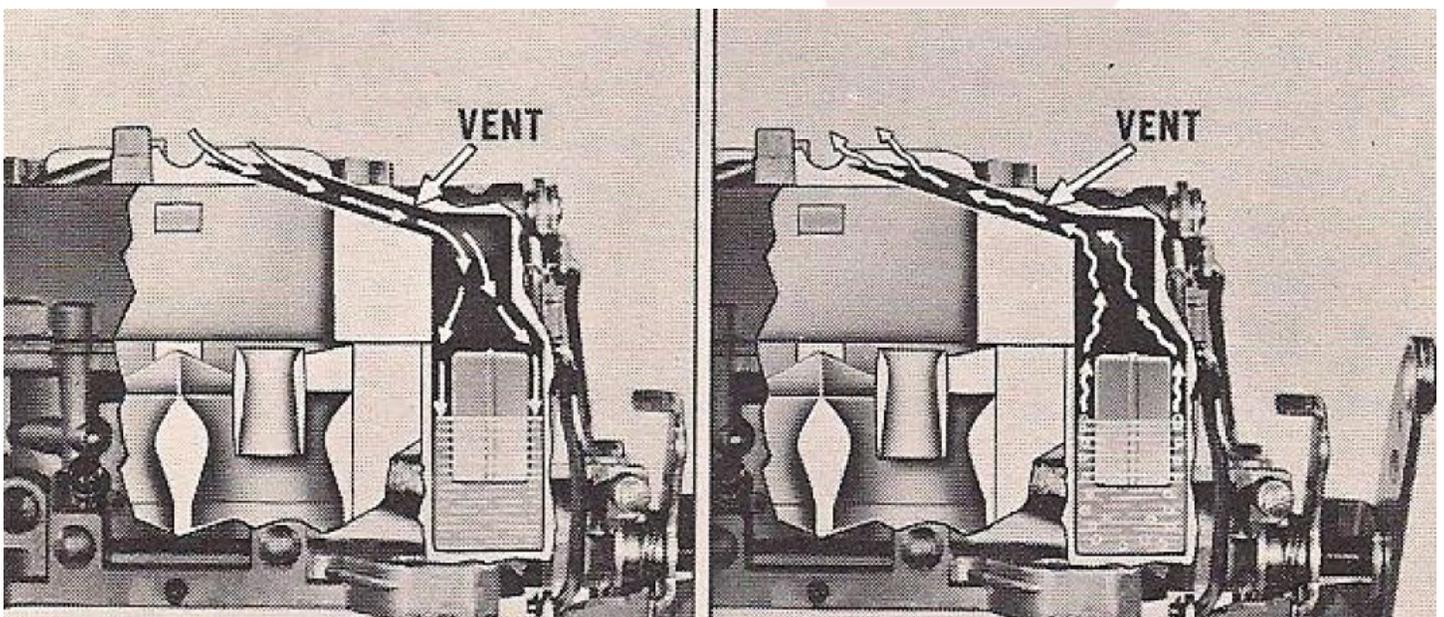
depressing the accelerator pedal. This action forces the unloader tang of the throttle lever against the fast idle cam and in turn partially opens the choke valve.



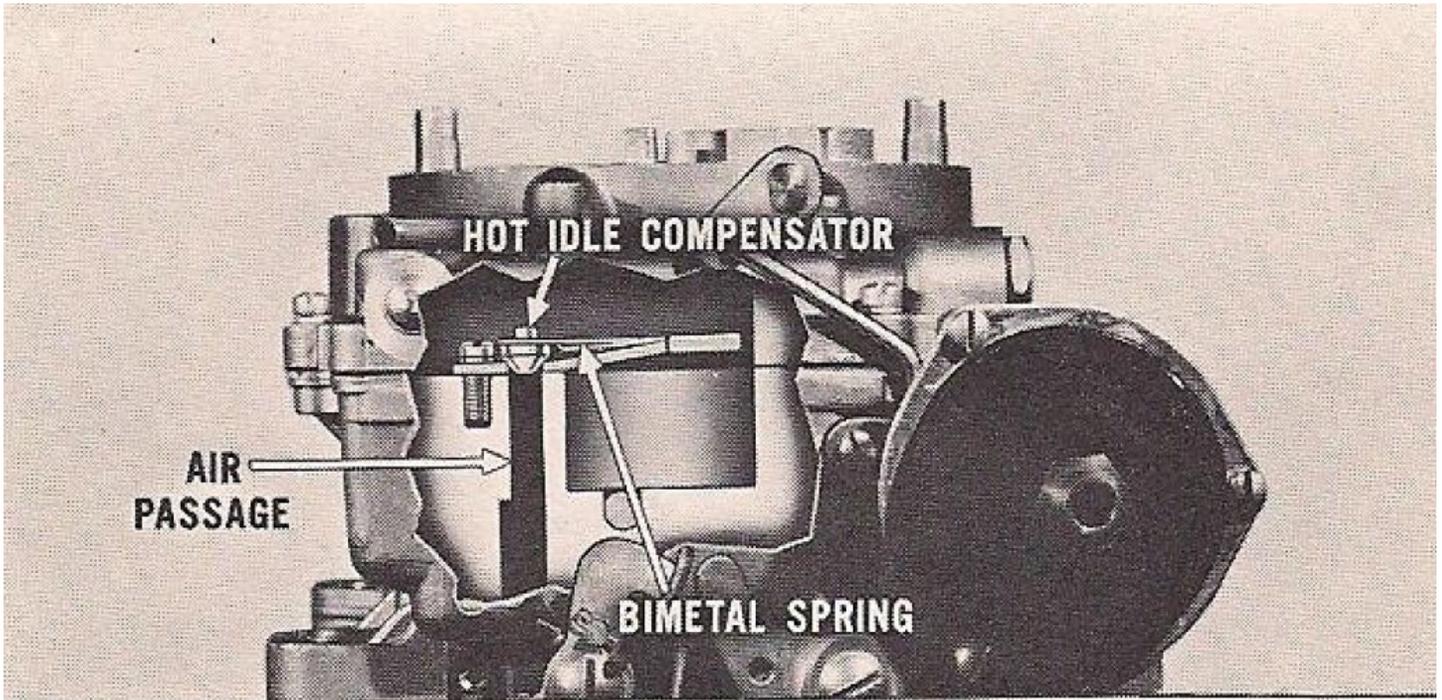
Throttle Bore Vents: To insure quick hot engine starting, four holes are drilled through the main casting body above the primary and secondary throttle valves. These vents in the primary and secondary sides of the carburetor permit any accumulated fuel vapors present in the bores to escape to atmosphere.

Fuel Bowl Vents: The vents perform two functions. They admit atmospheric pressure into the fuel bowls for proper carburetor operation. Also, when the engine is stopped and under hood temperatures greatly increase, fuel in the float bowls has a tendency to boil. The resulting fuel vapors escape through the vents rather than create a carburetor flooding condition.

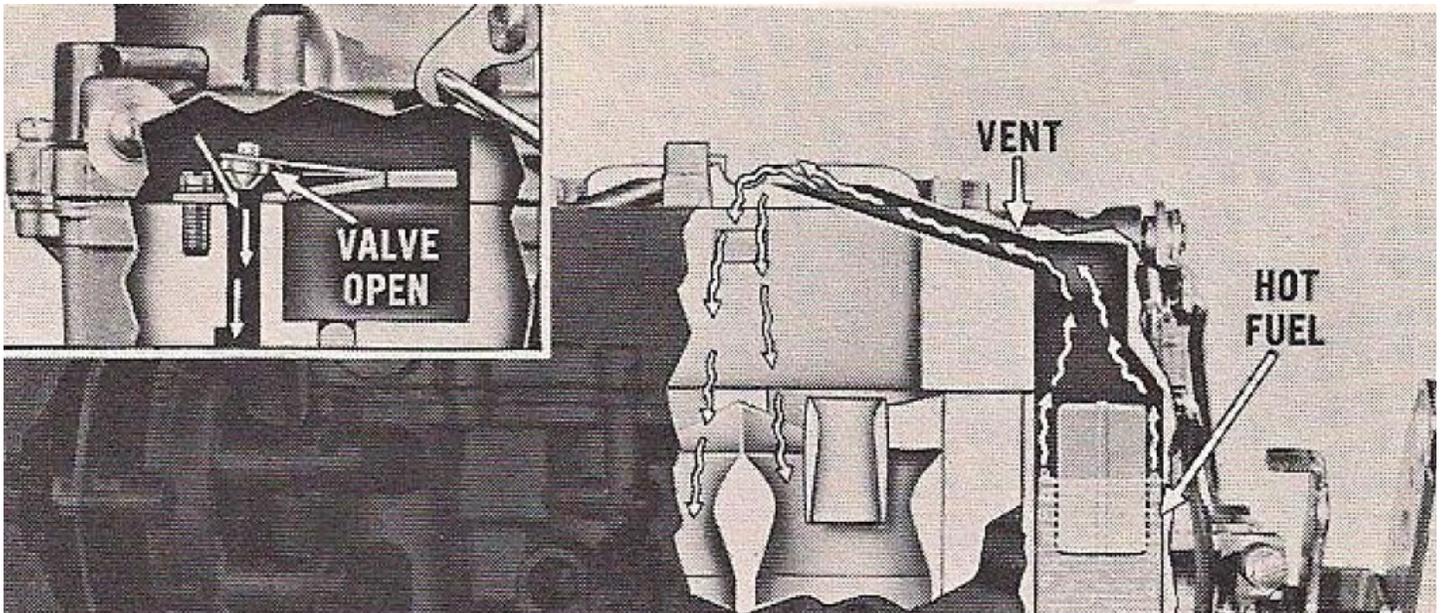
Hot idle compensator: This unit controls the opening and closing of a separate internal air passage in the carburetor main casting leading to the intake manifold. Through out normal operating temperature ranges of the engine, the bimetal spring holds the valve tight to the seat.



During high underhood temperatures at idle speed, the bimetal spring lifts the valve off its seat and permits additional air to enter the intake manifold. The leaner, more combustible mixture offsets a richer mixture formed when the high

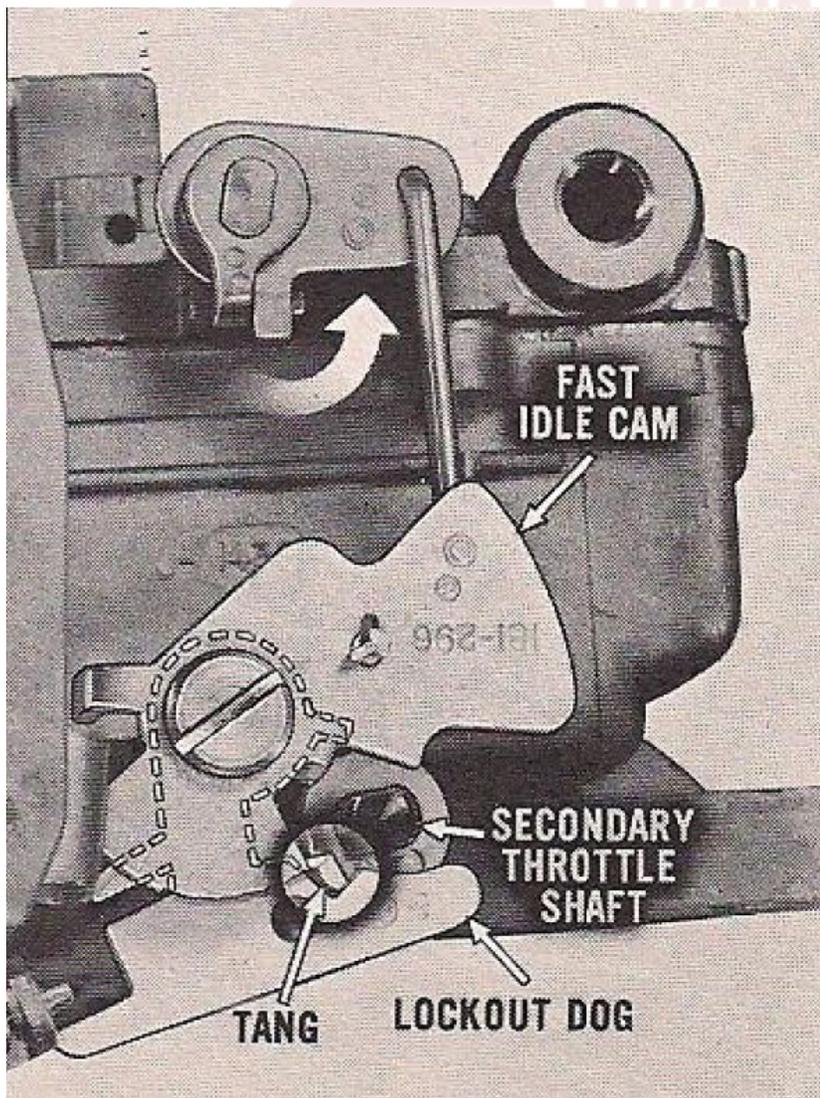


underhood temperatures cause fuel in the bowls to form vapors which enter the carburetor bores through the vents.



Throttle and auxiliary valves: Fuel and air flow of all AFB carburetors is controlled by the primary and secondary throttle valves and the auxiliary valves. The primary throttle valves function at all engine speeds regardless of the choke valve position. The secondary throttle valves function only with a wide open choke in the following manner.

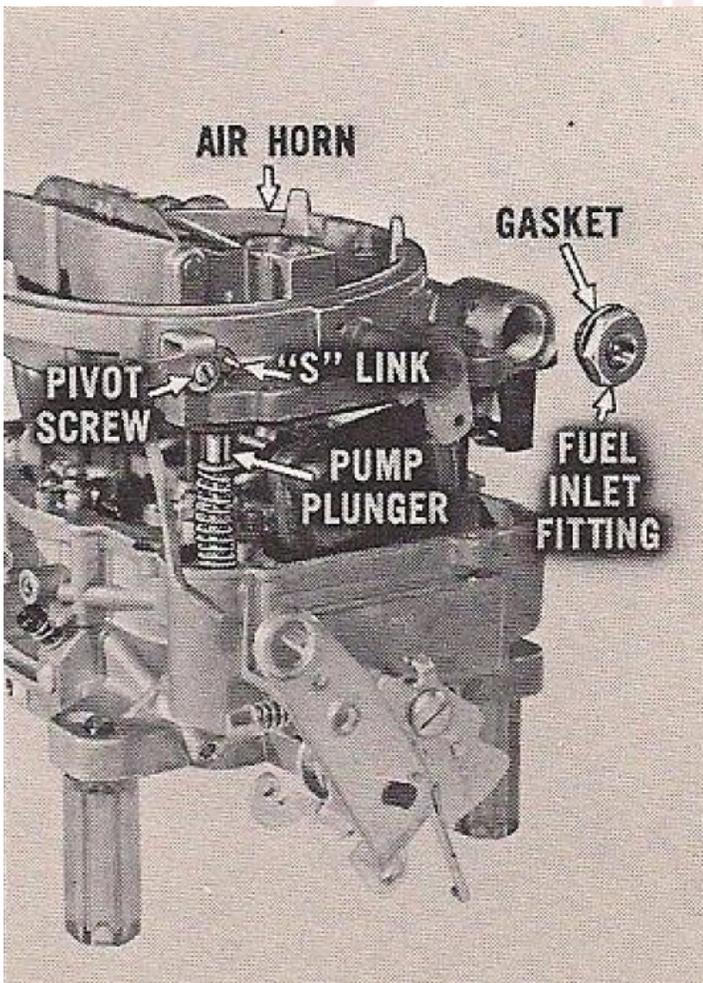
When the choke valve closes, the fast idle cam pulls the lockout dog upward. This engages the notch on the lockout dog with the tang on the secondary throttle shaft, "locking" the secondary throttle valves in the closed position.



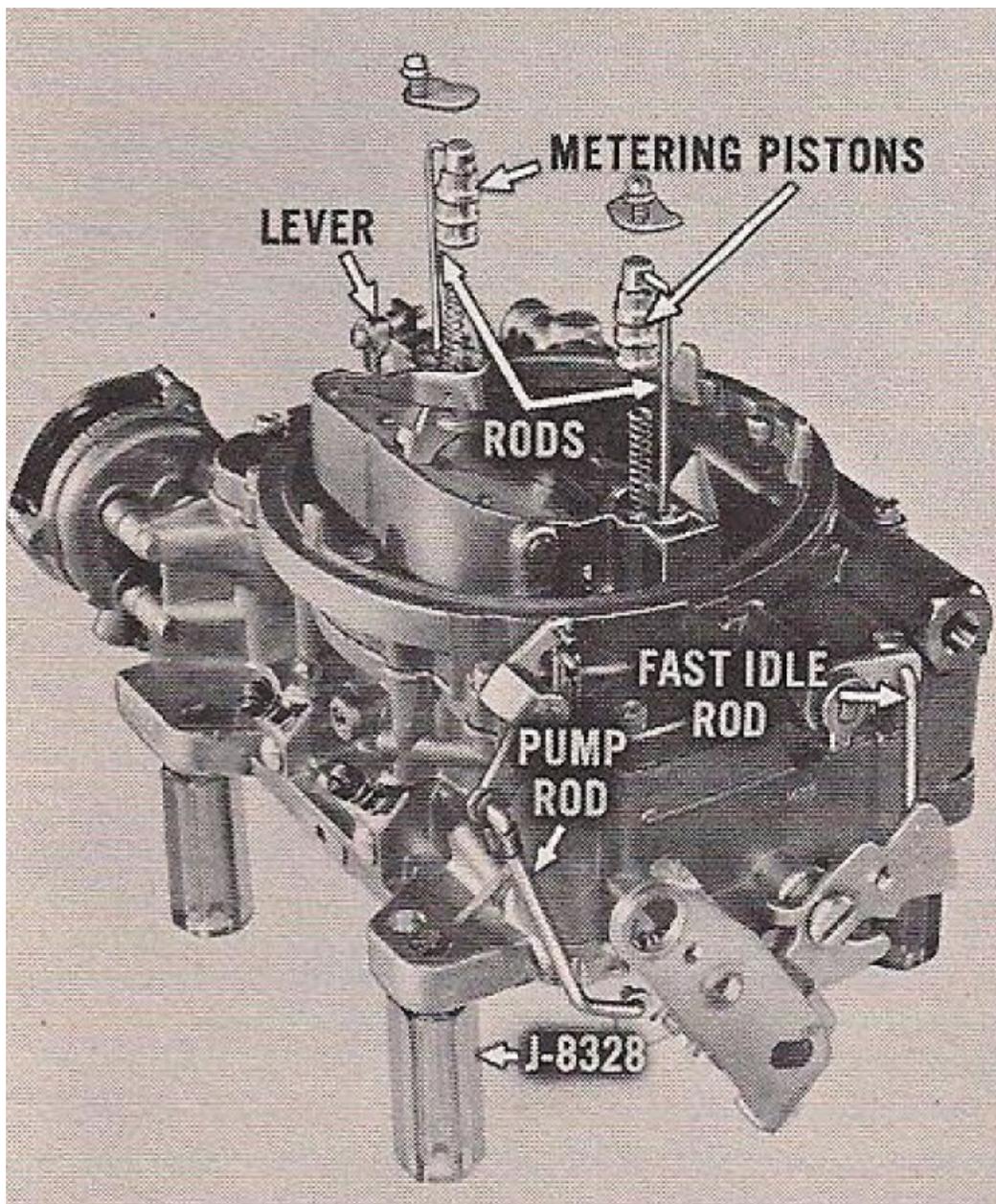
## DISASSEMBLY

During disassembly and assembly, the majority of service procedures are photographed on the single AFB carburetor (5 ½" diameter air horn) used on the 409 cubic inch engine. However, when there are differences in construction among the five available AFB models which affect service procedures, these changes will be pointed out. Let's begin with the carburetor on the bench.

Remove the cover screws and plates holding the metering pistons, rods and springs to the air horn. Disconnect the upper end of the fast idle rod, the choke shaft clamp lever and the lower end of the accelerator pump rod.

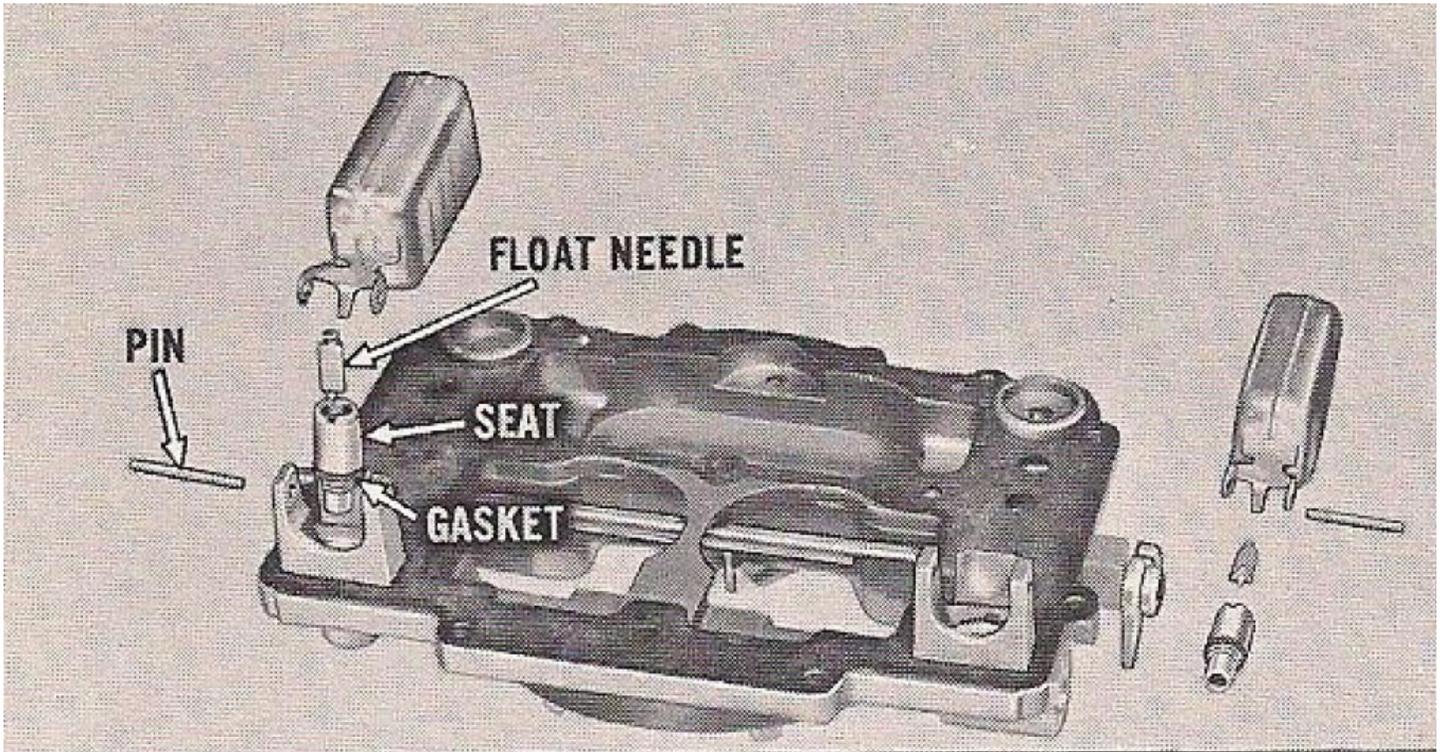


Remove the pump pivot screw, pump arm and 'S' link. Removed the fuel inlet fitting and gasket. Remove all air horn attaching screws. Note the length of the attaching screws for correct installation during assembly. Remove the air horn and the pump plunger. If the cover sticks, tap lightly with a soft faced hammer. Never pry between gasket surfaces.

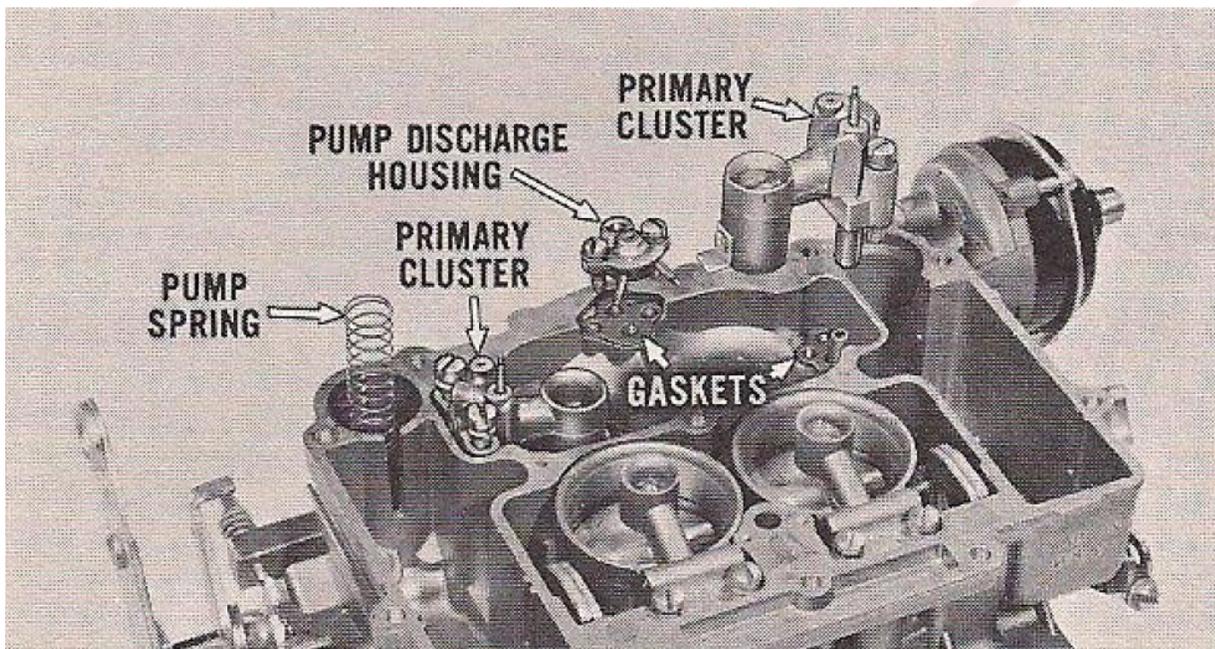


Invert the air horn and remove the float level pins, floats, float needles, seats and gaskets. By keeping the parts for each float system together, only a minimum

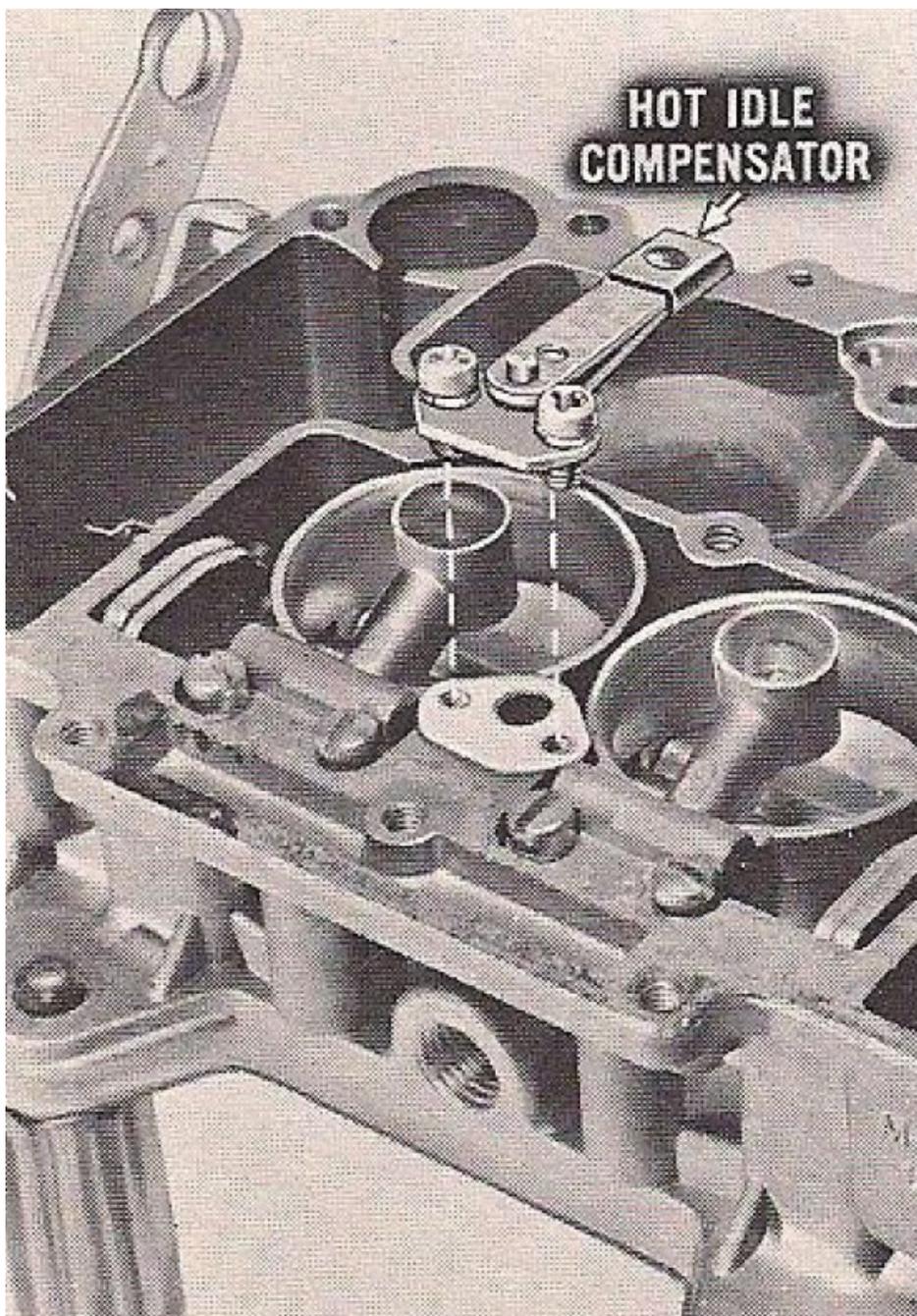
amount of adjusting will be necessary during assembly. Remove the air horn gasket.



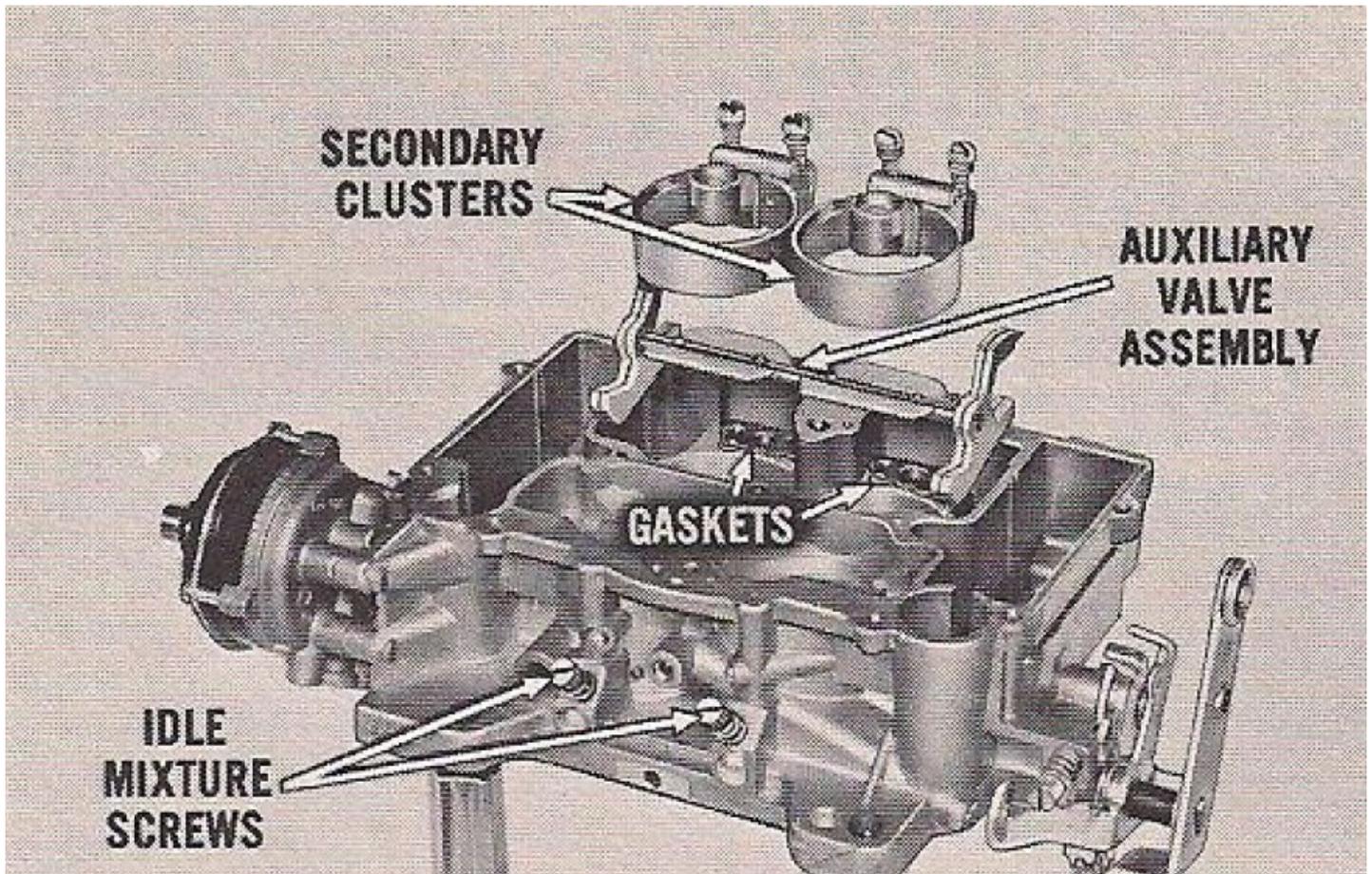
Remove the accelerator pump spring. Remove the primary venturi attaching screws, primary venturi cluster assemblies and gaskets. Remove the accelerator pump discharge housing attaching screws, housing and gasket.



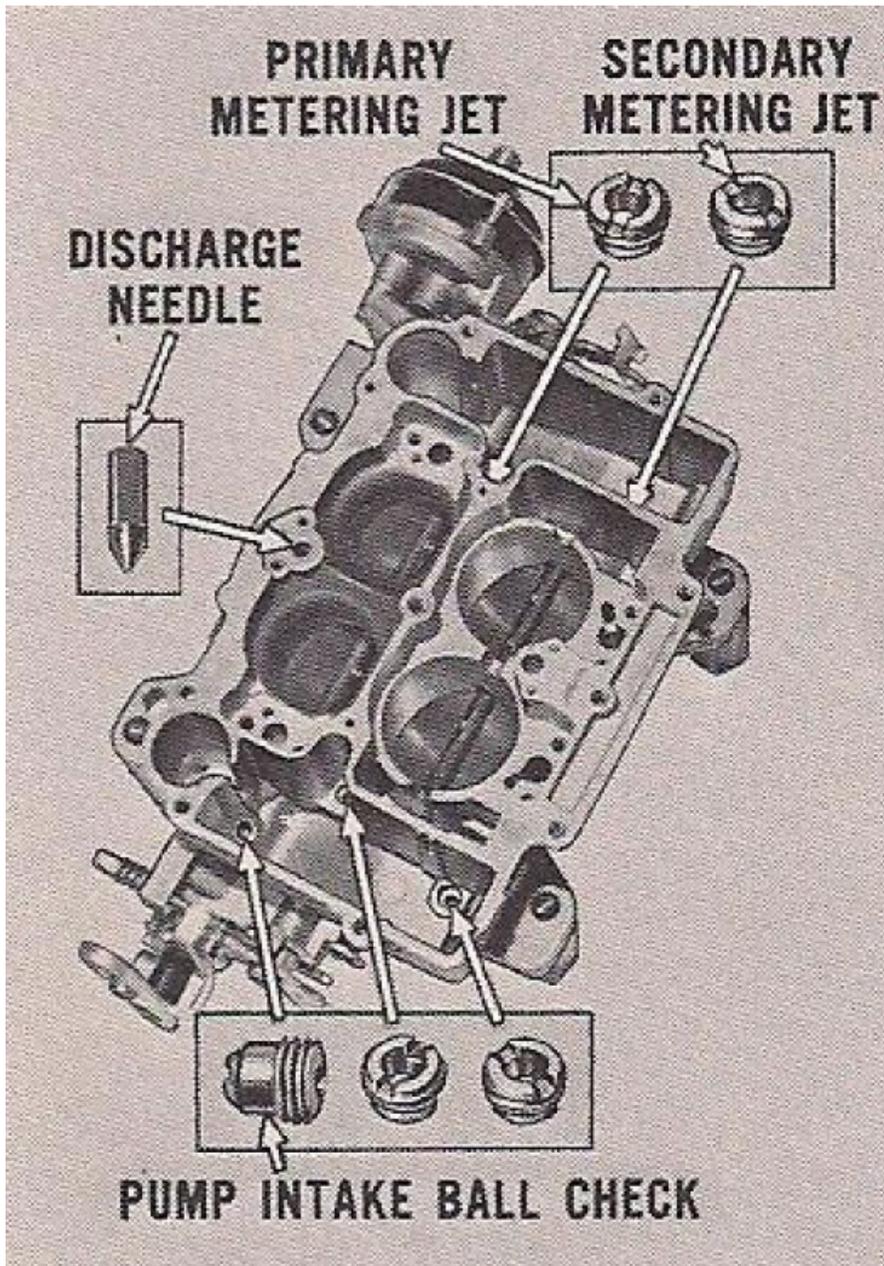
Remove the hot idle compensator and gasket if so equipped. The hot idle compensator was generally used on air conditioned cars.



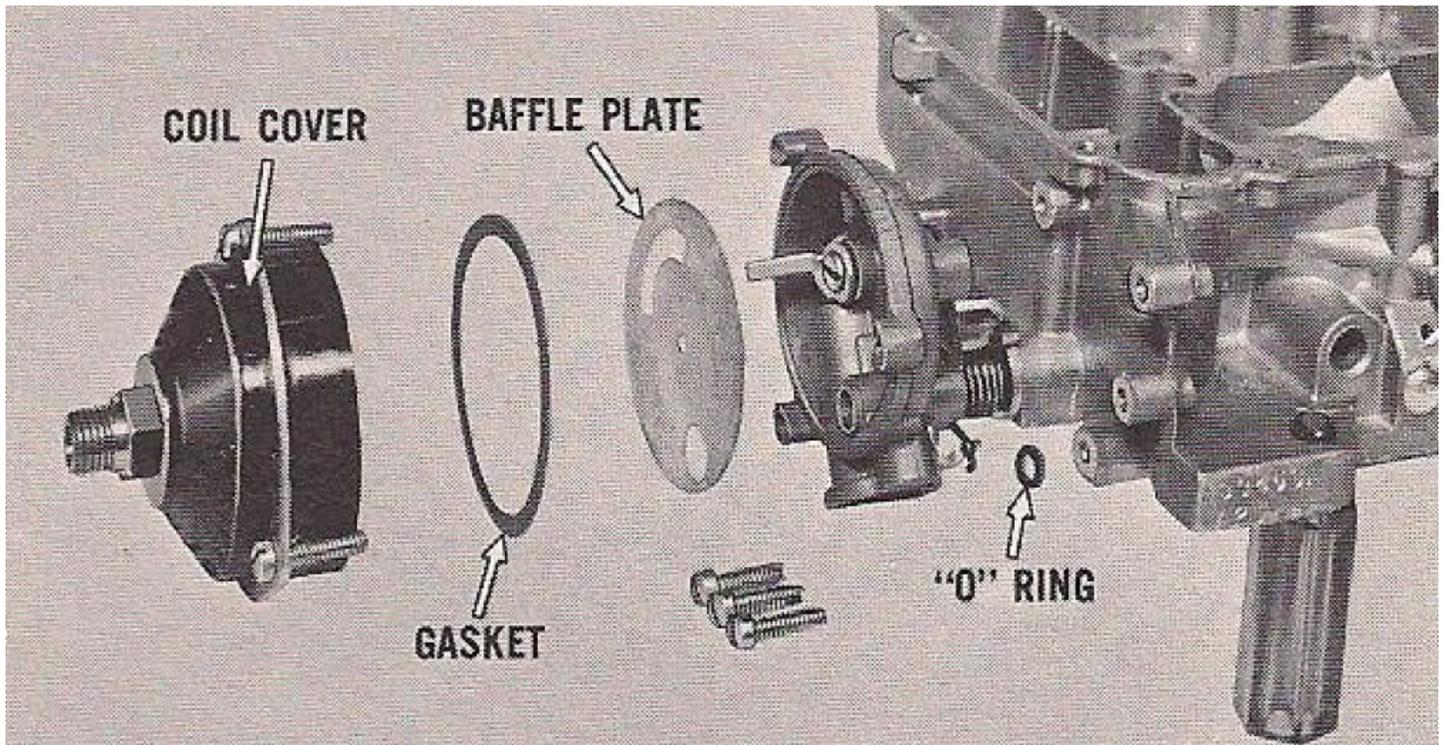
Remove the secondary venturi attaching screws, secondary venturi cluster assemblies and gaskets. Remove the auxiliary valve assembly by lifting straight upward. Remove idle mixture adjustment screws and springs.



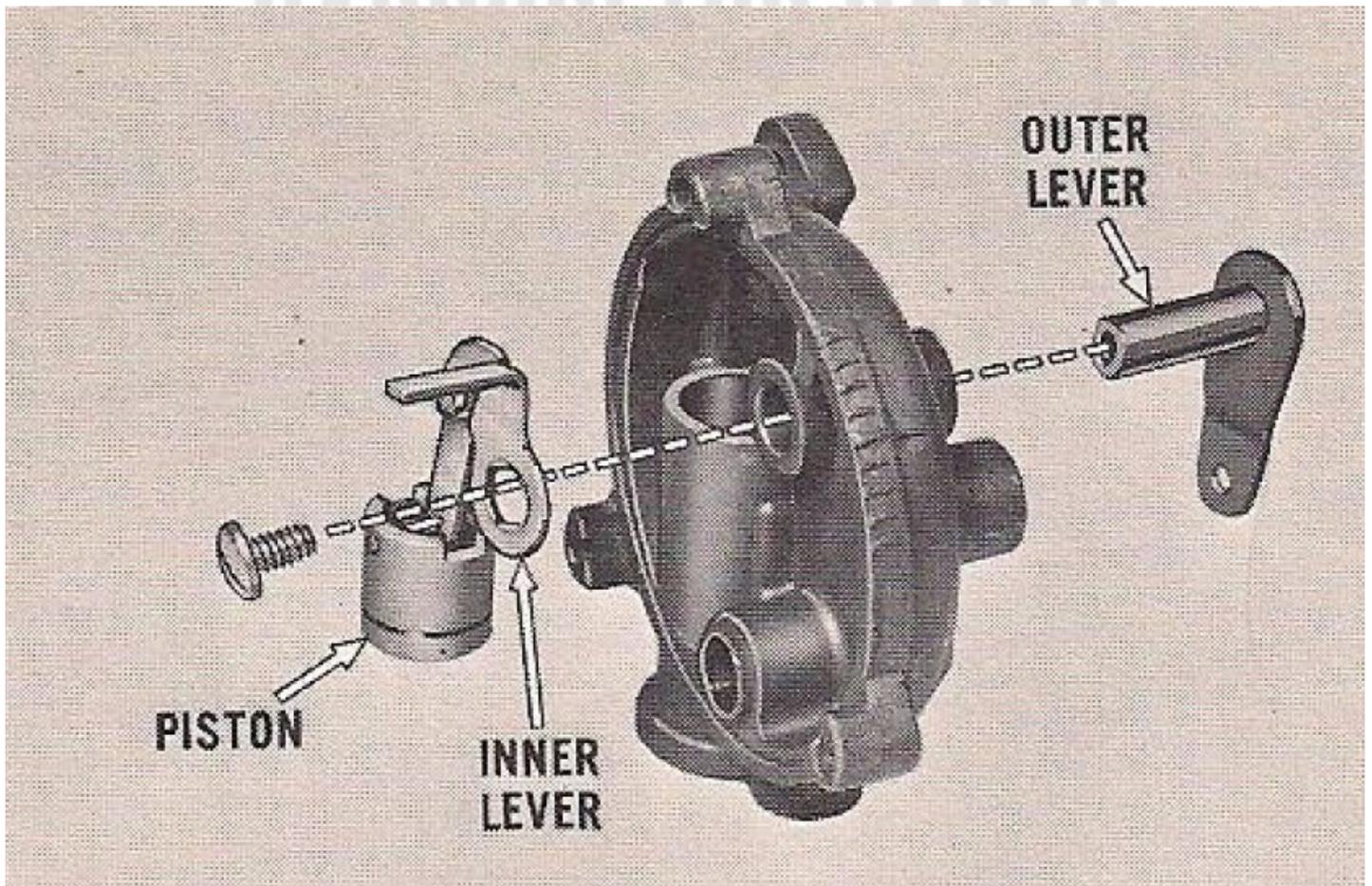
Remove the pump intake ball check assembly from the area adjacent to the accelerator pump cylinder. Remove the primary and secondary metering jets. Turn the casting upside down to remove the pump discharge needle. NOTE: The primary jets have larger holes to accommodate the metering rods.



Remove the three screws attaching the choke thermostatic coil cover to the choke housing. Remove the gasket and baffle plate. Remove the choke housing attaching screws and separate the housing from the casting. Remove the small 'O' ring seal.



Remove the choke piston inner level attaching screw. Separate the choke piston outer lever shaft from inner lever. Remove the choke piston and lever assembly.

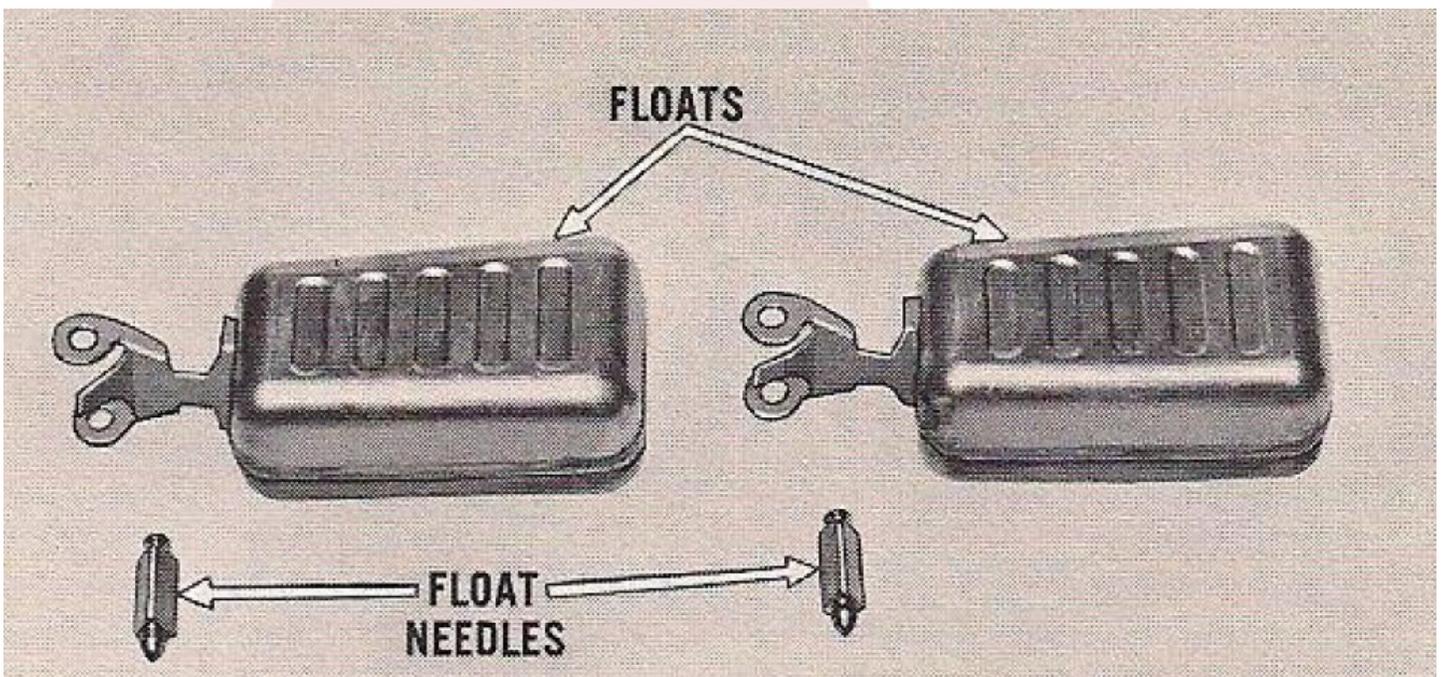


For normal disassembly, cleaning and inspection, it is not necessary to remove the primary or secondary throttle valves or the choke valve assembly. However, if the shafts or valves bind or there is excessive looseness in the shaft bores, repairs should be made or new parts installed at this time.

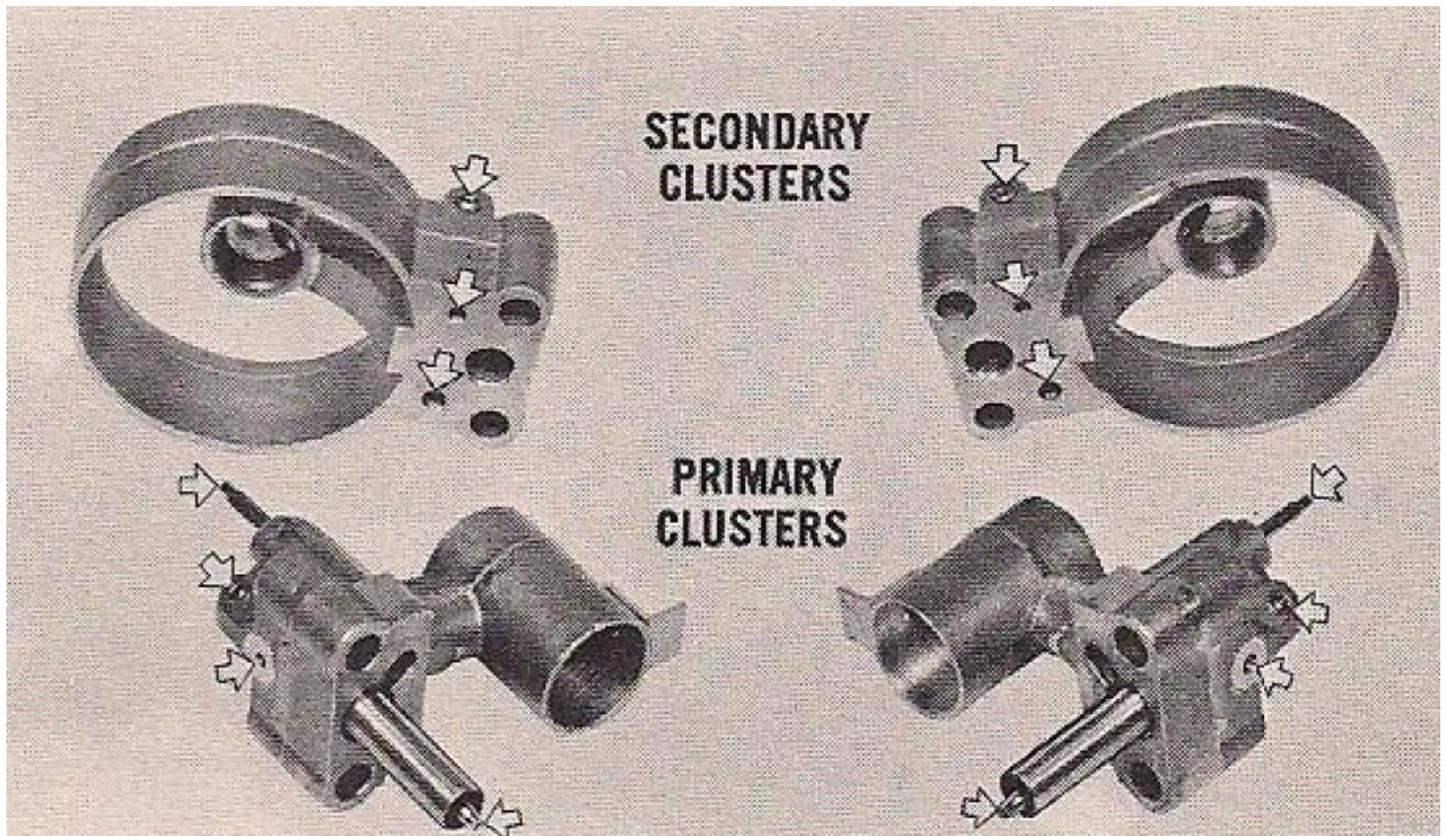
### CLEANING AND INSPECTION

Wash all the carburetor parts and castings in clean commercial solvent except the parts which are made of a composition material or plastic such as the accelerator pump and coil housing. Pay special attention to the small passages in the venturi.

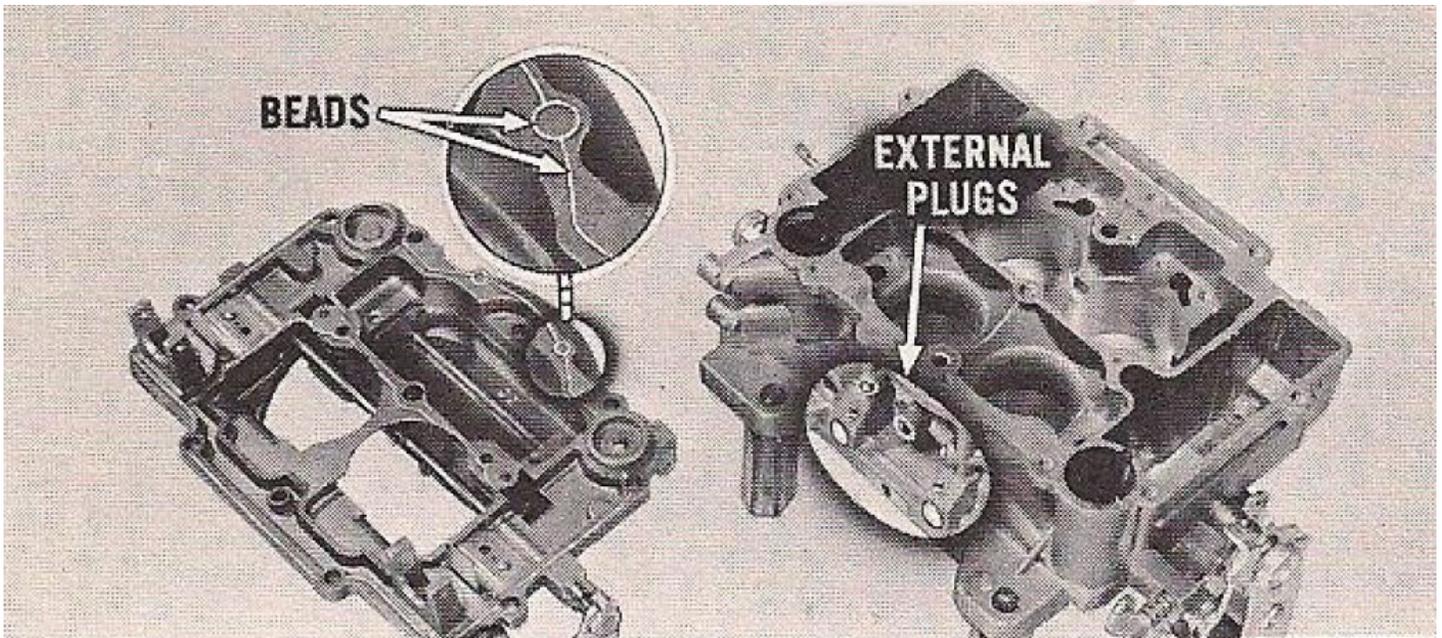
Shake floats to determine if fuel has leaked inside. If the engine has been sitting for a long period of time, heat up water just prior to boiling and immerse the float. Look for any bubbles. Replace if necessary. Always replace the float needles.



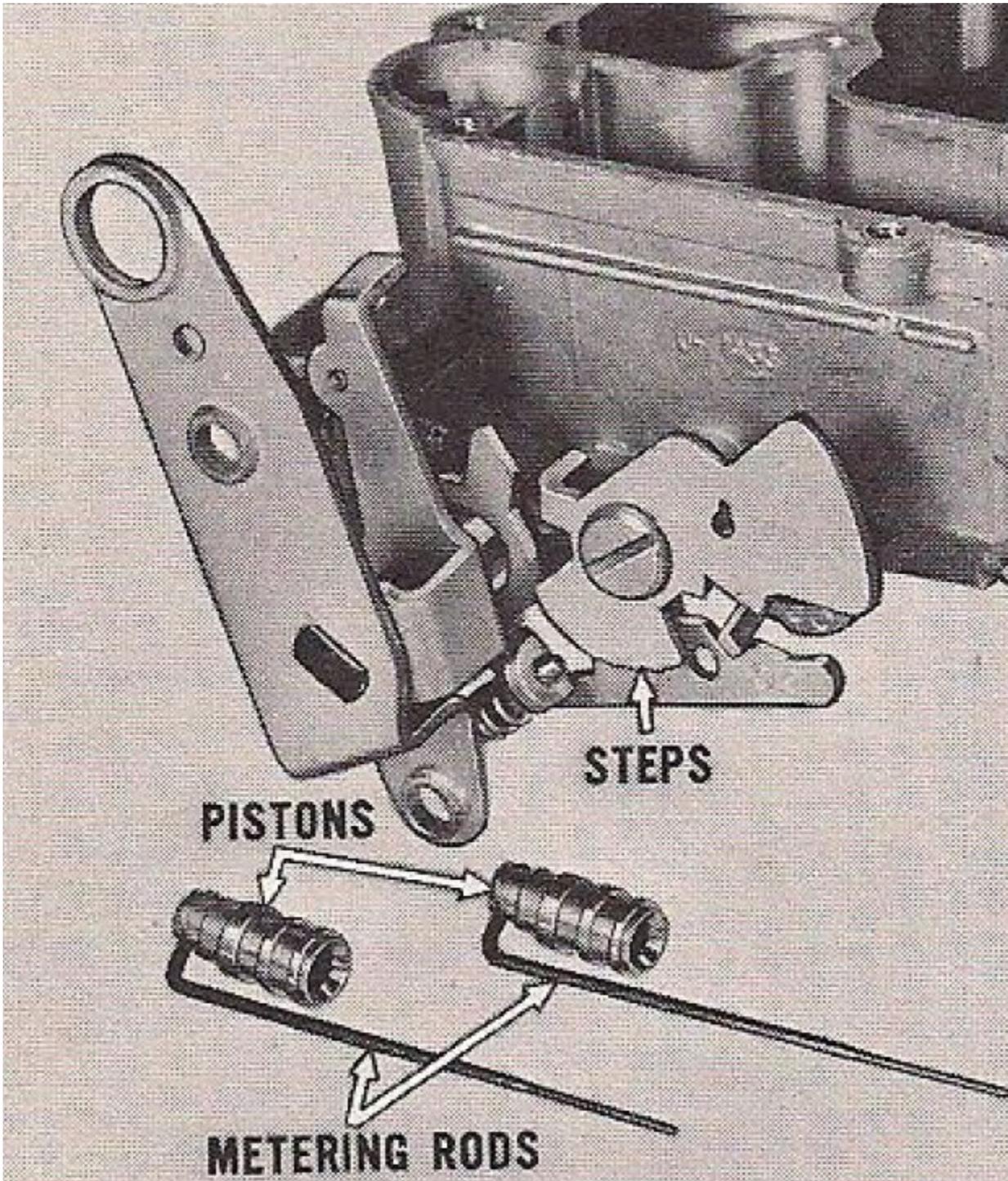
Inspect the tapered sections of the idle mixture screws for grooves or ridges. Replace if worn or threads are damaged. Inspect the pump plunger leather for cracks or creases. Replace with a new pump assembly if the leather is hardened, damaged, or shows signs of excessive wear.



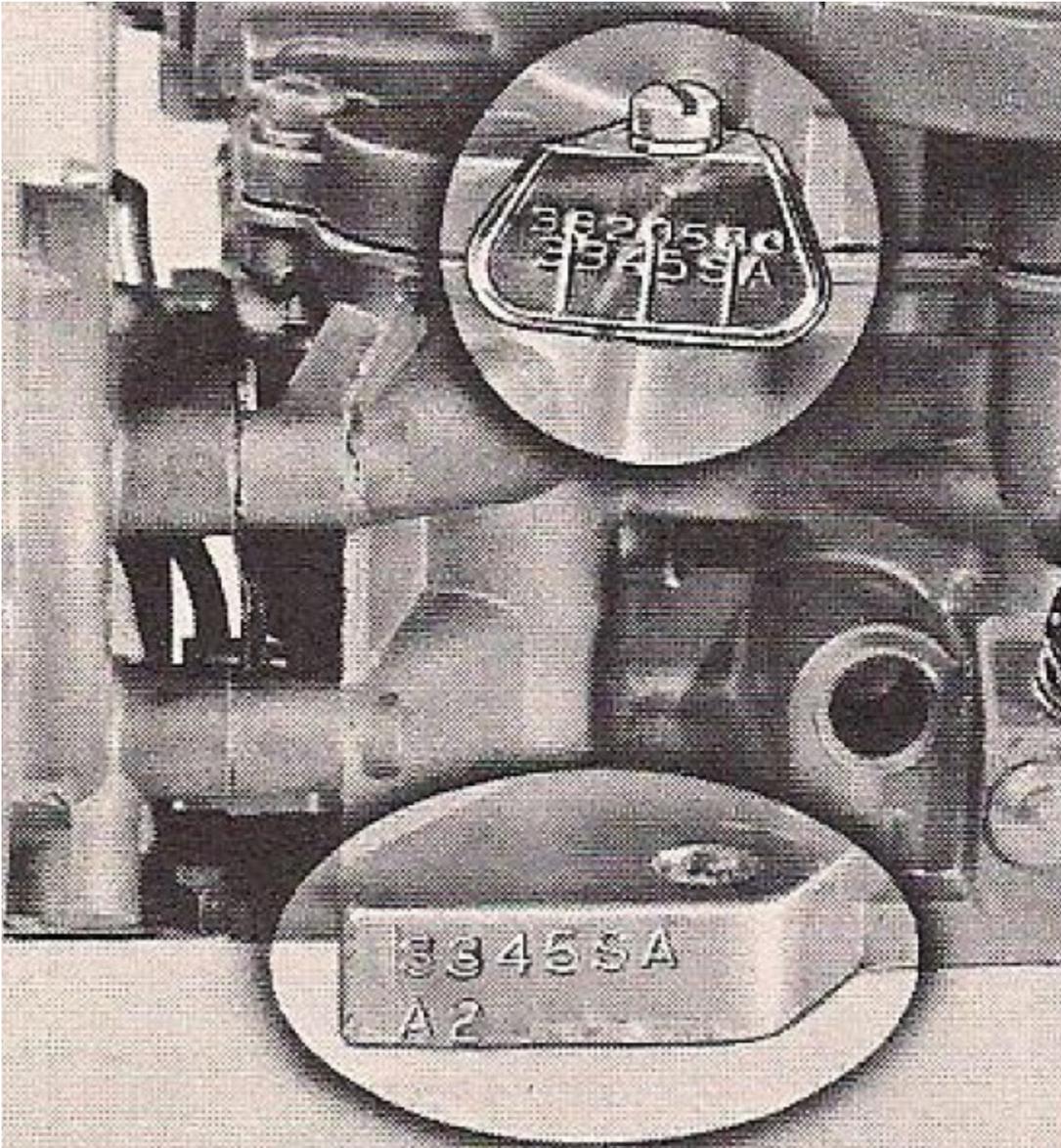
Carefully inspect the primary & secondary venturi clusters. Make sure there is no lint or foreign material obstructing the openings. If any of the preassembled parts are loose, bent or damaged, find another cluster assembly.



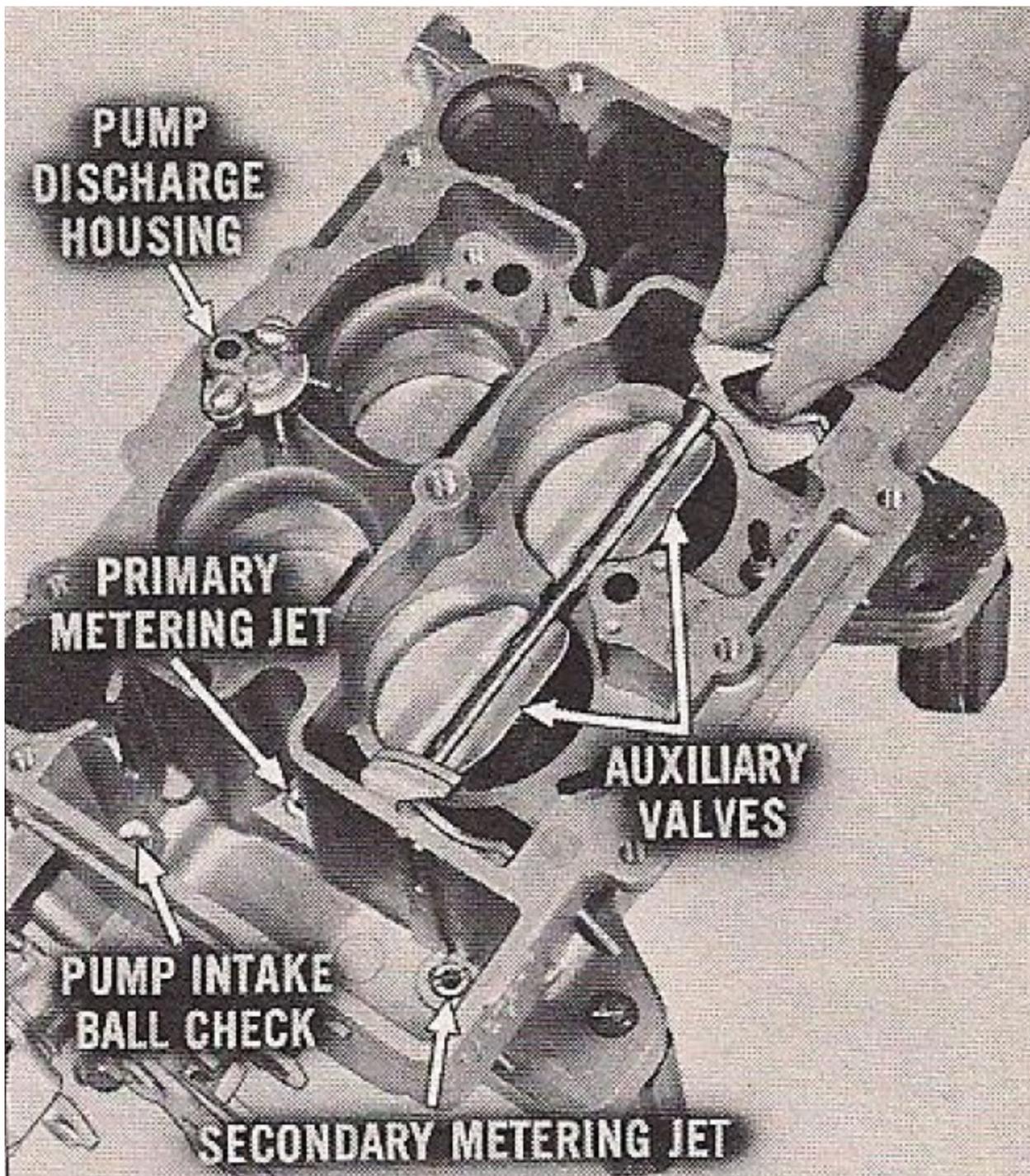
Inspect the gasket sealing beads and casting surfaces for nicks or damage. Inspection of the old gasket will help to determine if there is warpage of the matching surfaces. Small nicks should be smoothed down. Make sure all external plugs tightly seal the openings drilled into the casting during the manufacturing process.



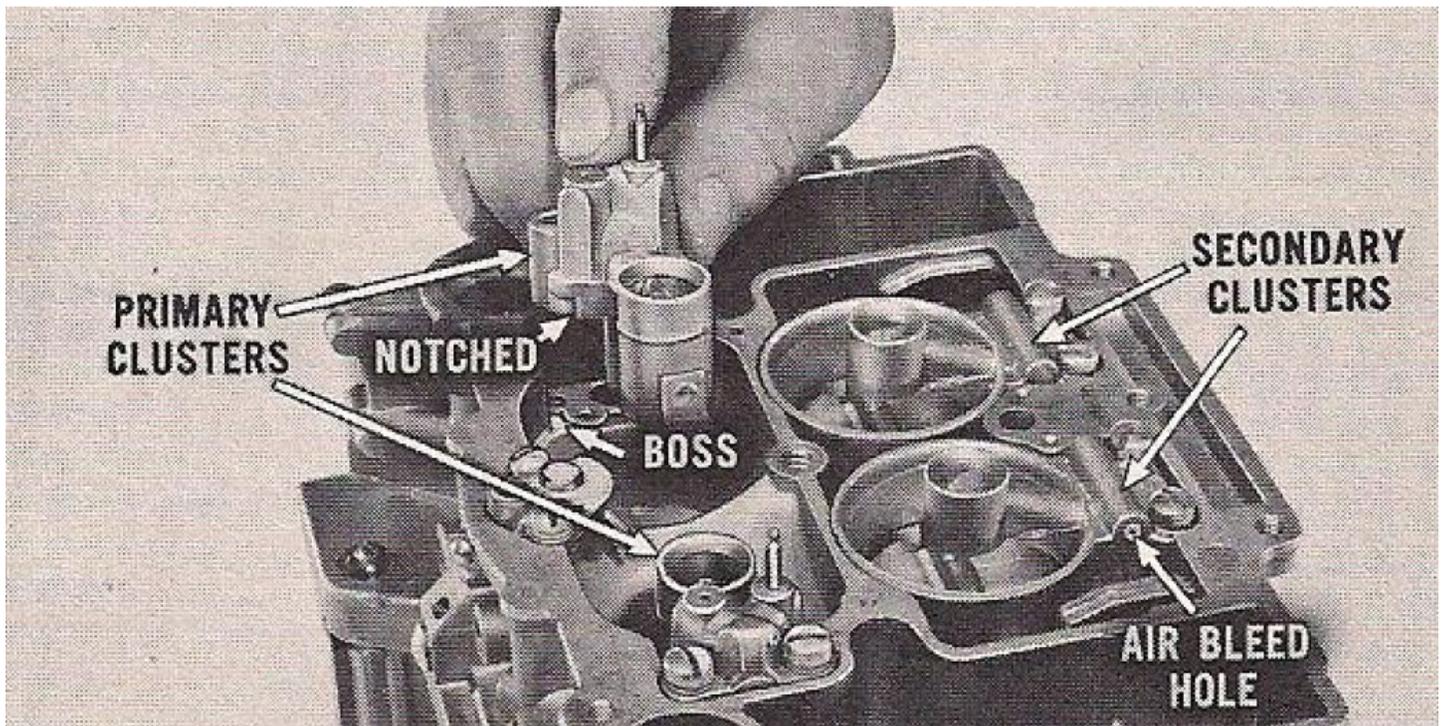
Check the steps on the fast idle cam for excessive wear and all movable linkage parts for an out of round condition or enlargement of the pivoting holes. Inspect vacuum operated pistons and metering rods for damage. Replace parts as necessary to insure proper operation of the carburetor.



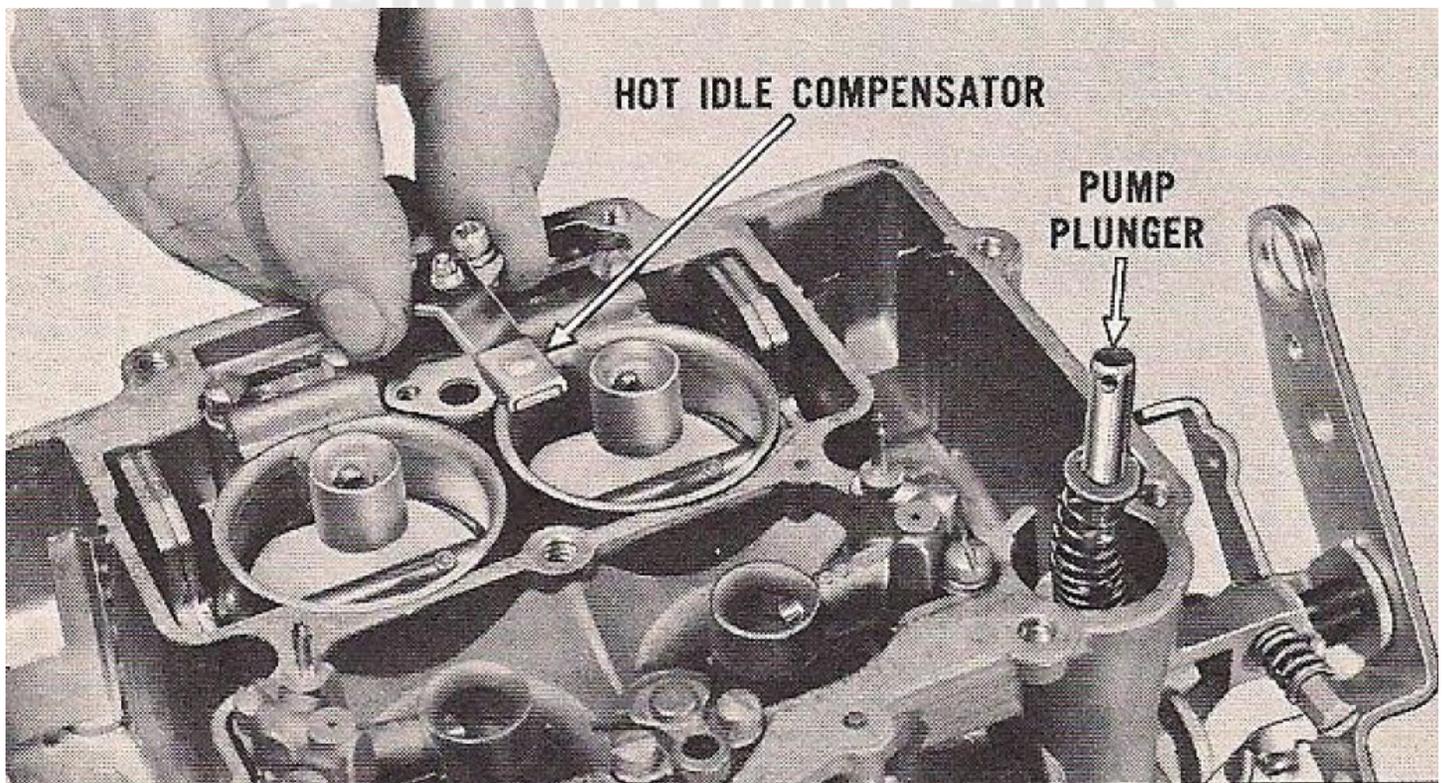
Use all new gaskets and replace worn or damaged parts which were found during inspection. When ordering parts, it is important to refer to the code number stamped on the mounting flange or on the identification tag since many parts used among the various AFB carburetor look alike and fit but will not function properly.



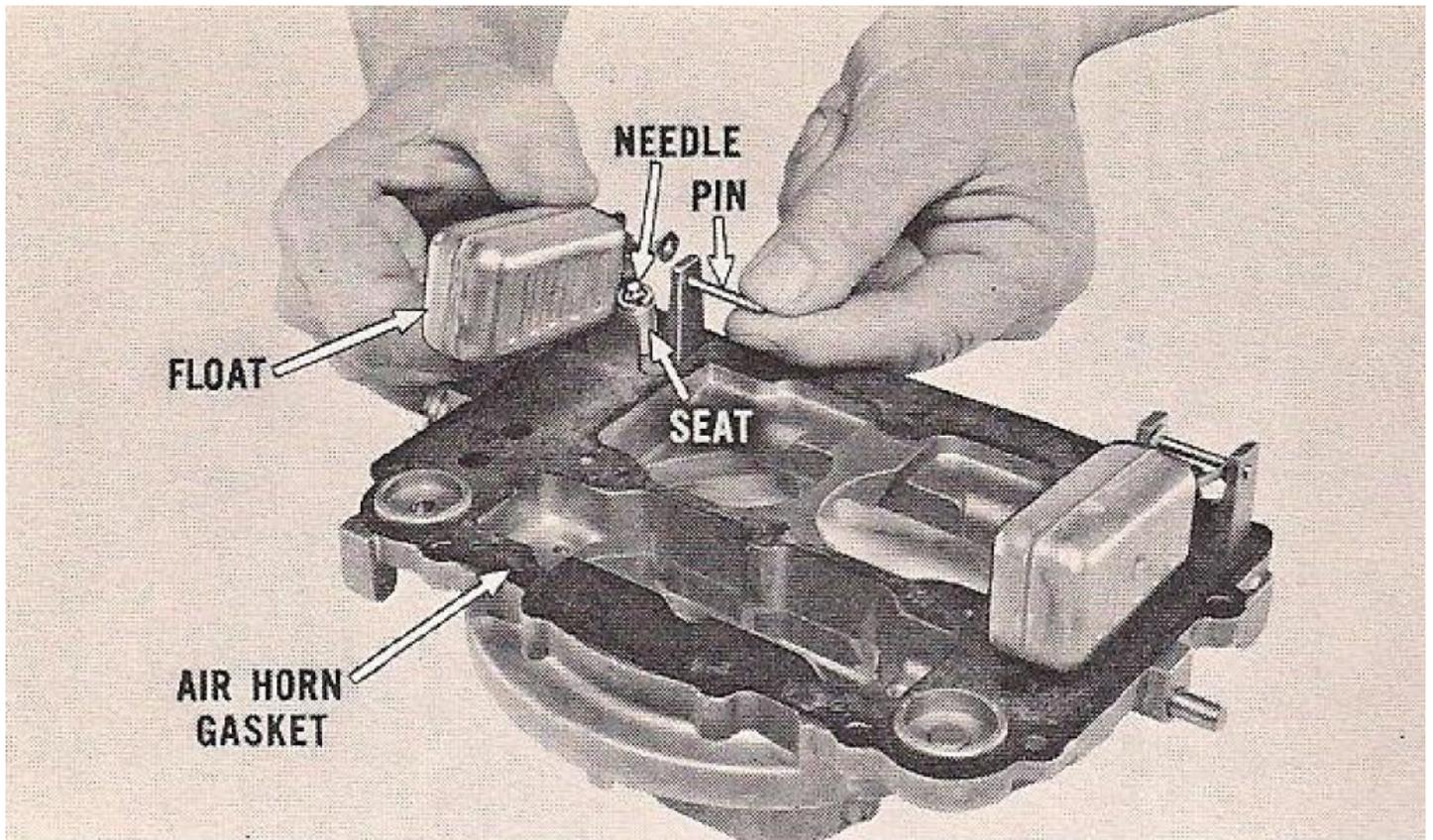
Install the auxiliary valve assembly. This assembly must freely open and close without binding. Install the primary and secondary metering jets. The primary jets have the larger holes. Install the pump discharge needle & housing. Use a new gasket. Install the pump intake ball check assembly.



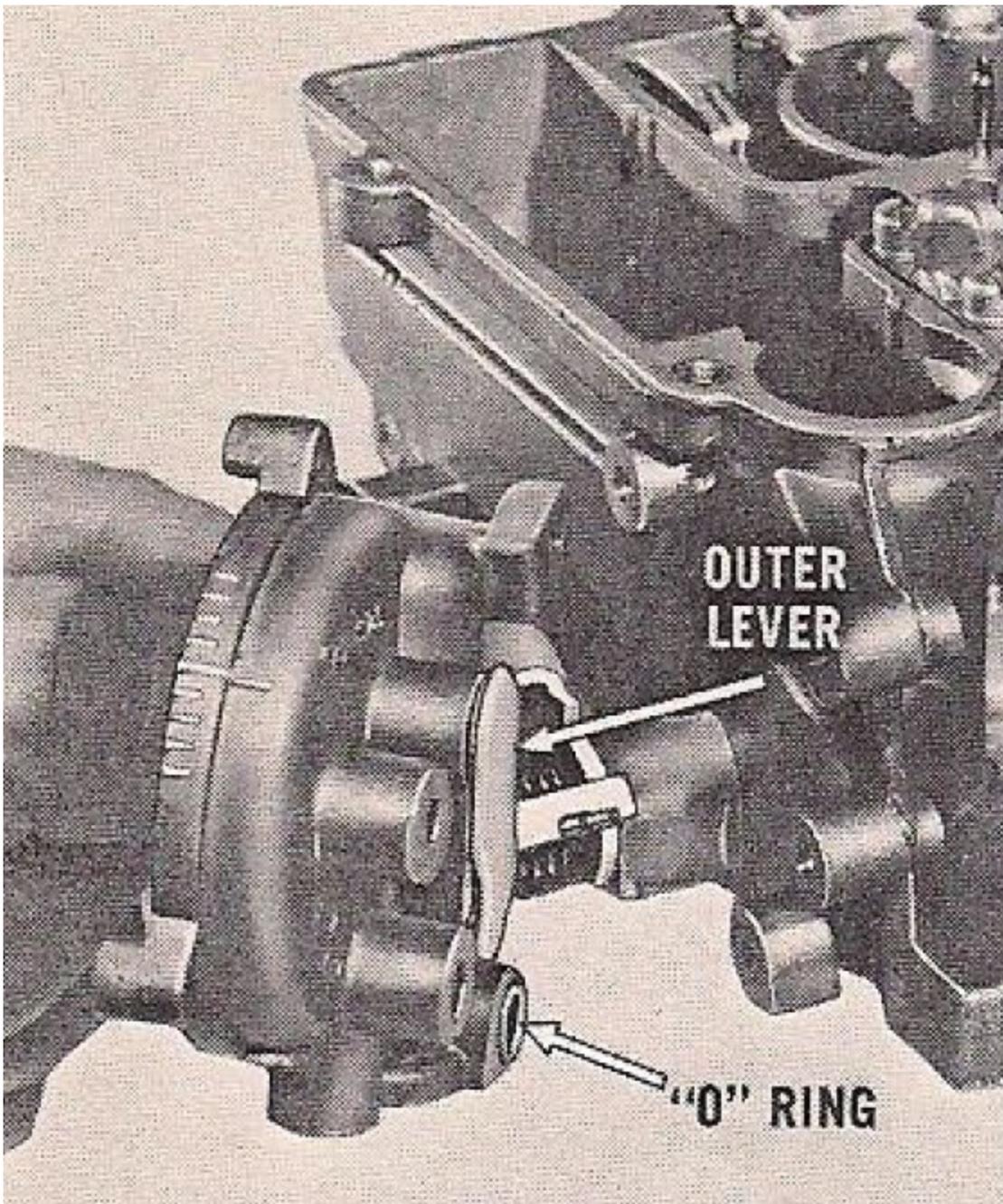
Install the primary and secondary venturi clusters with new gaskets. The primary clusters are notched to align with the boss in the casting. The secondary clusters are correctly installed with the air bleed holes (horizontal bronze housings) pointing toward the outside of the casting. Tighten attaching screws securely.



If the carburetor is equipped with a hot idle compensator, install this unit with a new gasket at this time. Install the accelerator pump spring and pump plunger.



Install a new air horn gasket over the casting. Install the float seats with new gaskets and the floats, needles and pins.



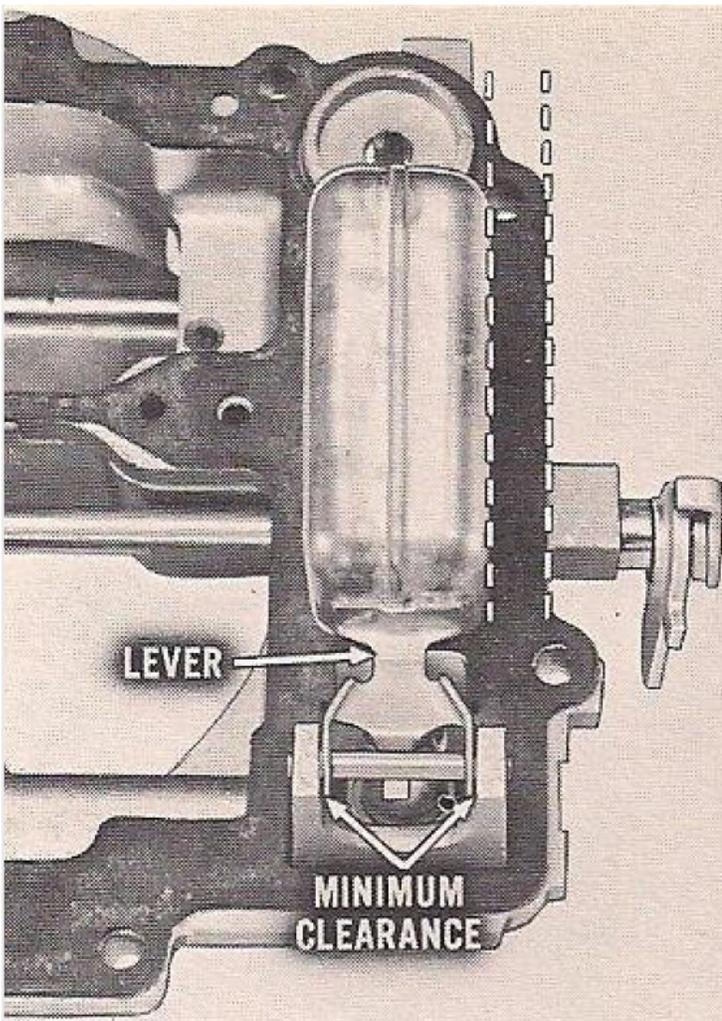
Install the choke piston outer level in the choke housing. Insert the choke piston in the bore and attach the piston inner lever to the outer lever with the screw. Position a new 'O' ring seal in the housing and attach the unit to the casting with the three screws.

At this point of bench assembly, we will begin checking and if necessary adjusting the:

- Float Alignment

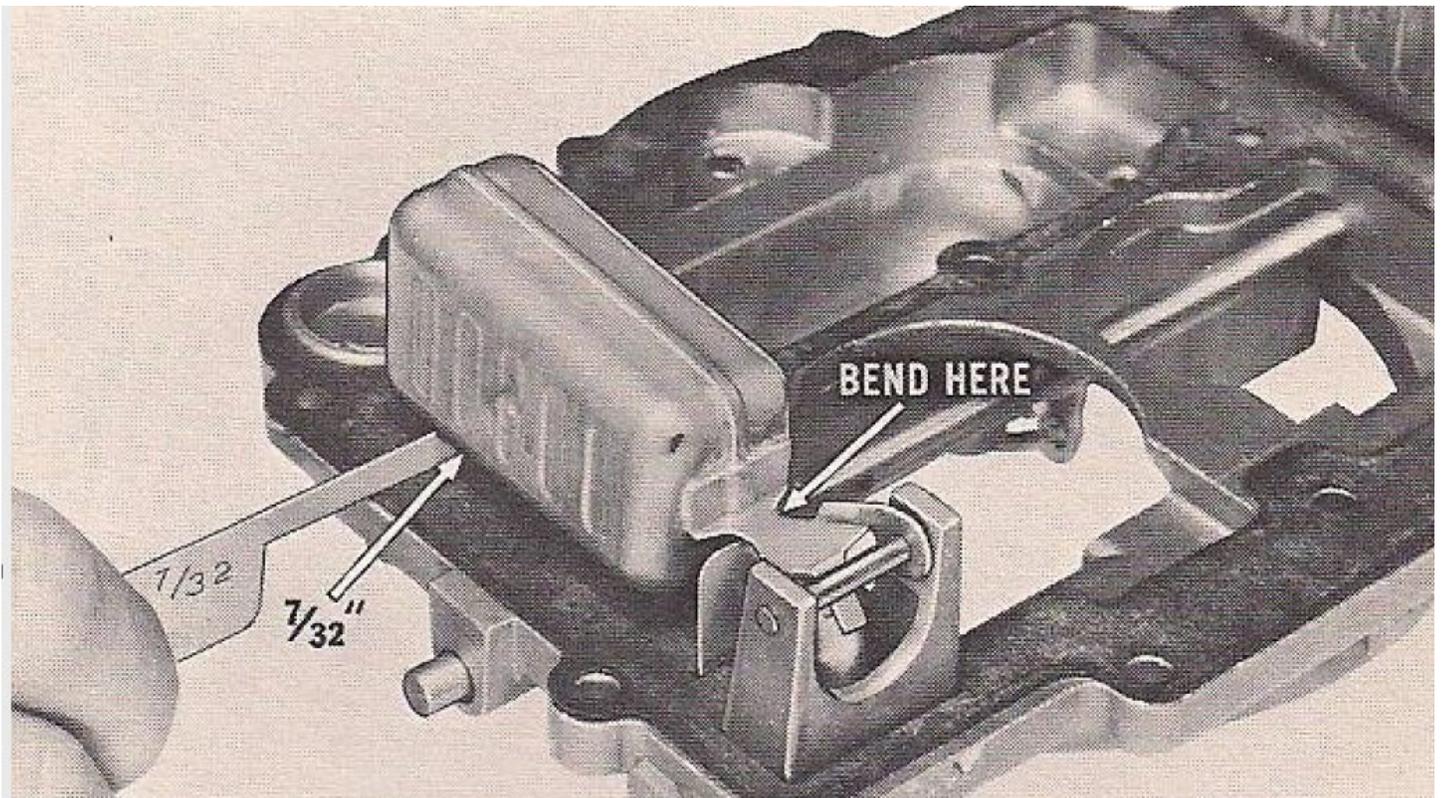
- Float Drop
- Float Level

Note: Under certain conditions it may be advantageous to perform these service adjustments without removing the carburetor completely from the engine. A protective cloth stuffed in to the primary and secondary bores will prevent parts from falling into the intake manifold system during the removal and installation of the air horn throat.

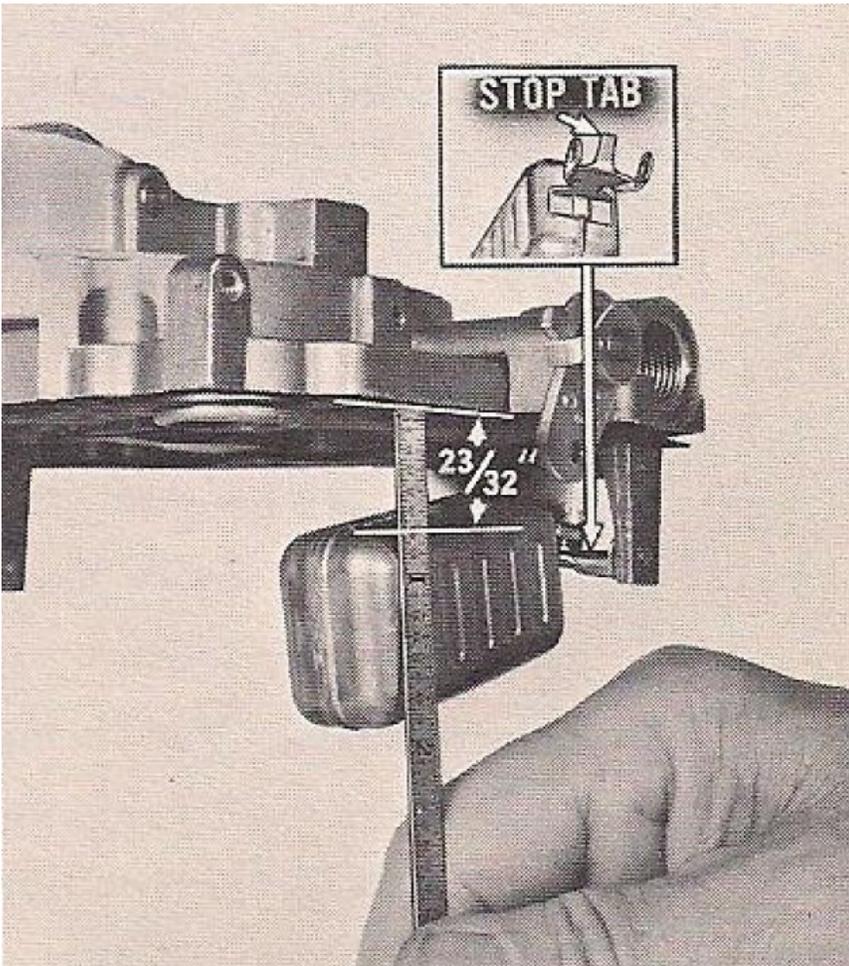


Float Alignment: The sides of the floats should be parallel to the casting edge. If necessary, bend the float lever by applying finger pressure to the end of the float shell while supporting the float lever with the thumb. The float lever arms should

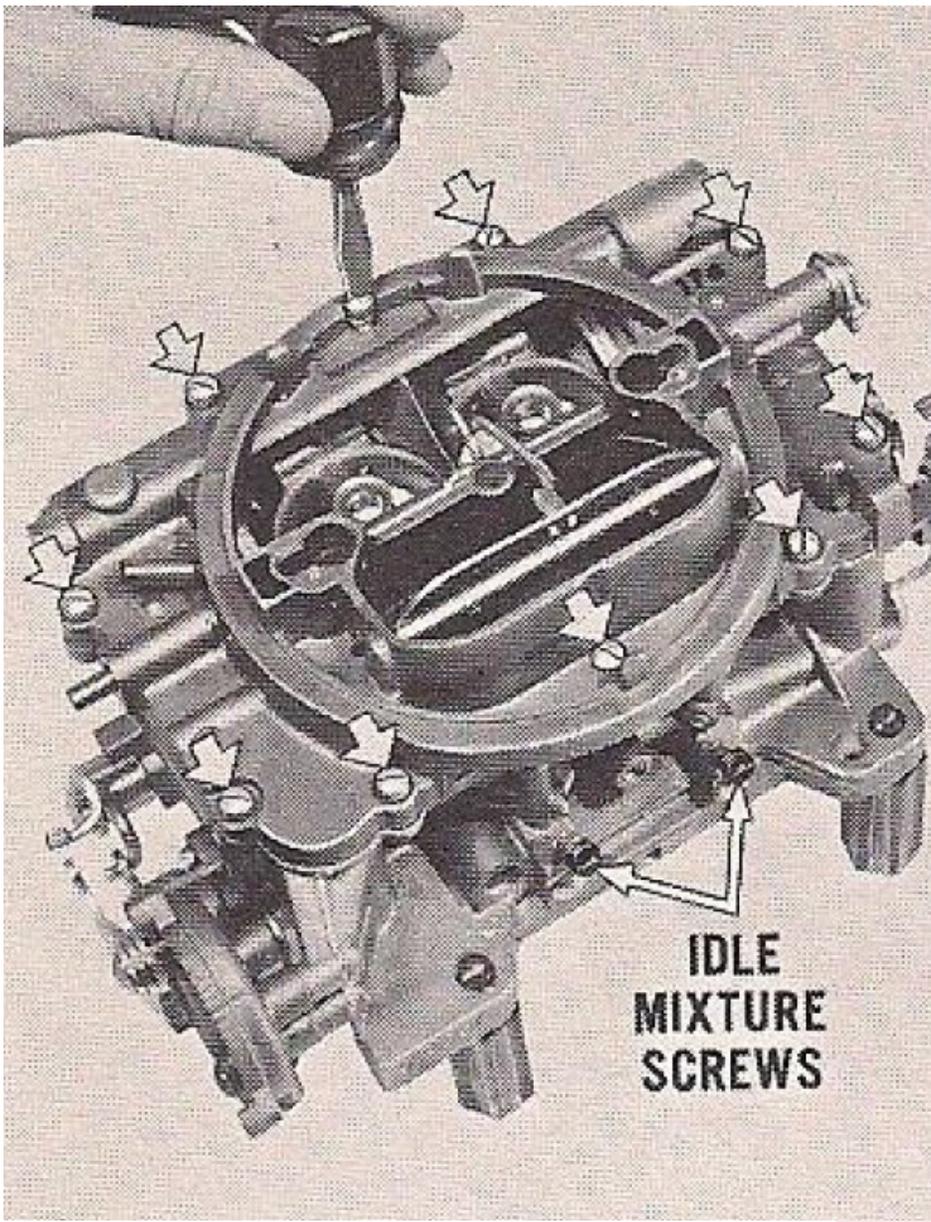
have a minimum clearance between lugs without binding. If necessary, bend arms. Check floats for free movement.



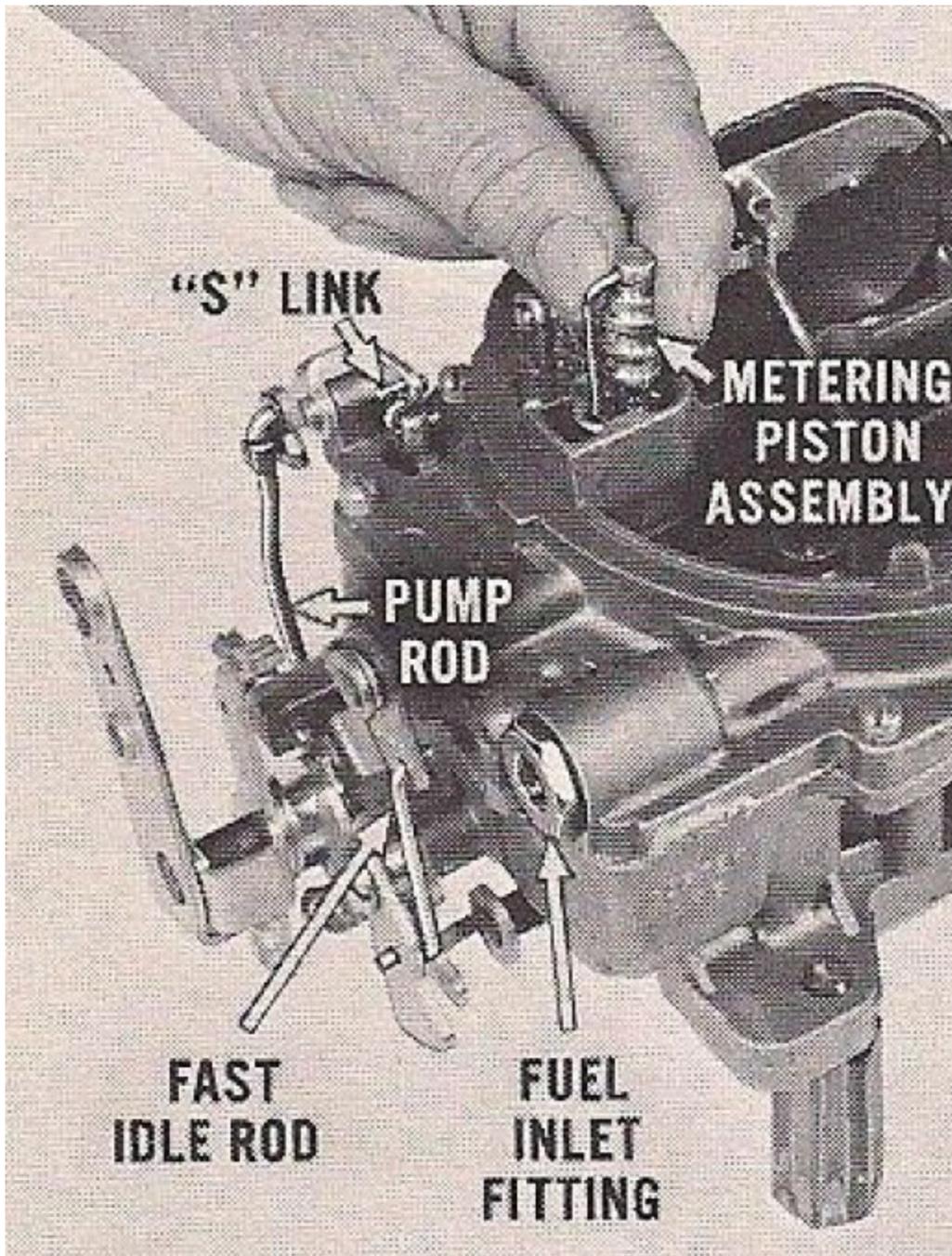
Float level: Clearance between the air horn gasket surface and the top of the floats at their outer ends should be  $\frac{7}{32}$ " (check specifications below to be sure of float measurement.) Adjust by bending the float levers at the location shown. Recheck float alignment. NOTE: Do not put any pressure on the needle or it will leak.



Float Drop: Hold air horn throat casting upright and measure the distance from the outer end of each float at the top section and the air horn gasket. Correct distance is  $23/32$ ". Adjust by bending the stop tab on the float arm.



Carefully install the air horn assembly on the main casting. Guide the accelerator pump plunger shaft through the opening in the air horn. Install the air horn attaching screws snugly; then stagger the final tightening sequence. Install idle mixture screws and springs.



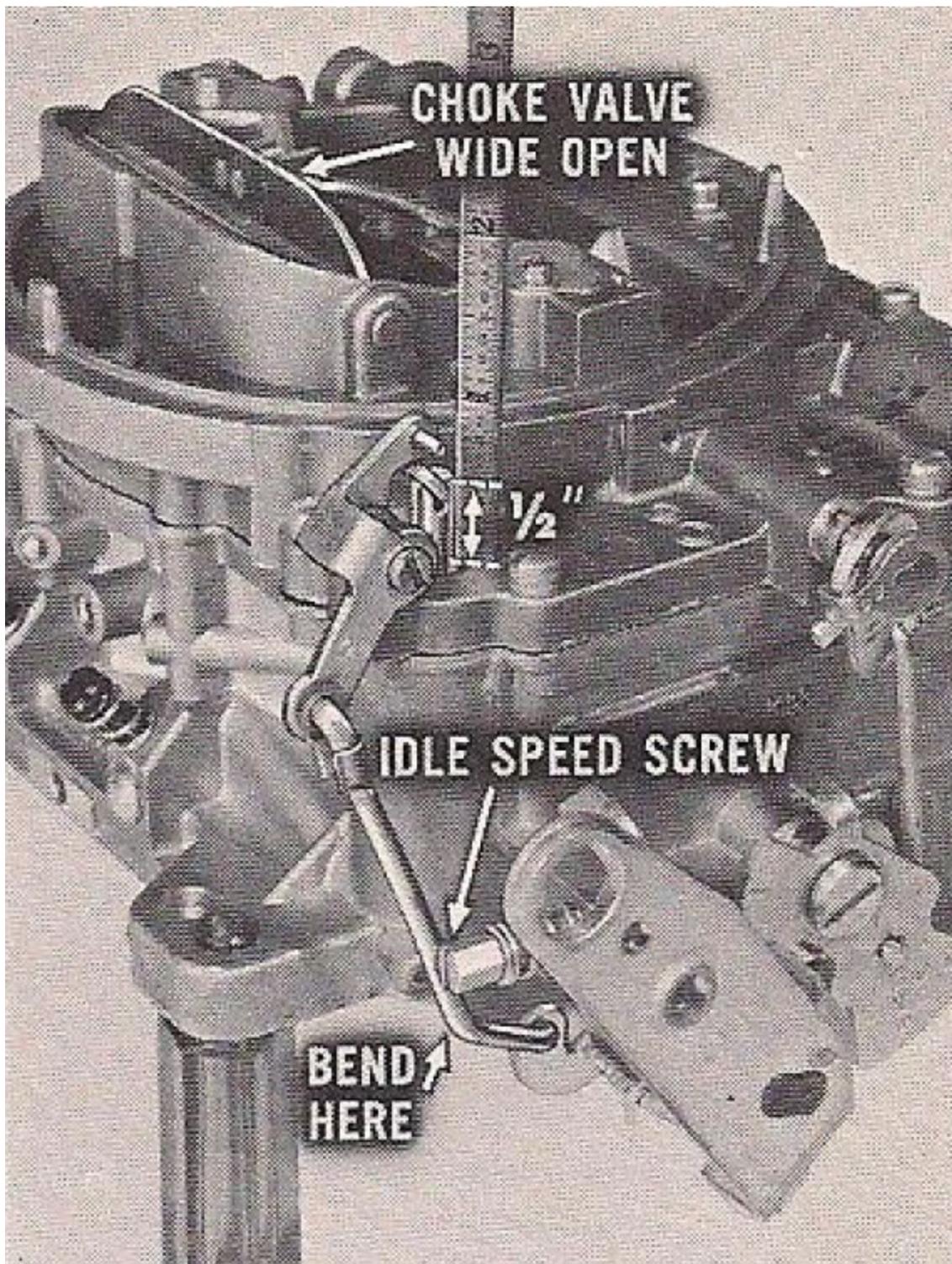
Install the pump 'S' link, pump arm and the attaching screw. Install the pump rod to the pump arm and throttle lever with the spring clip and snap retainer. Connect the fast idle rod and install the spring clip. Install fuel inlet fitting with a new gasket. Install metering piston assemblies.

Each of the following service procedures may also be performed without removing the carburetor from the engine. In either case, maximum efficiency of the

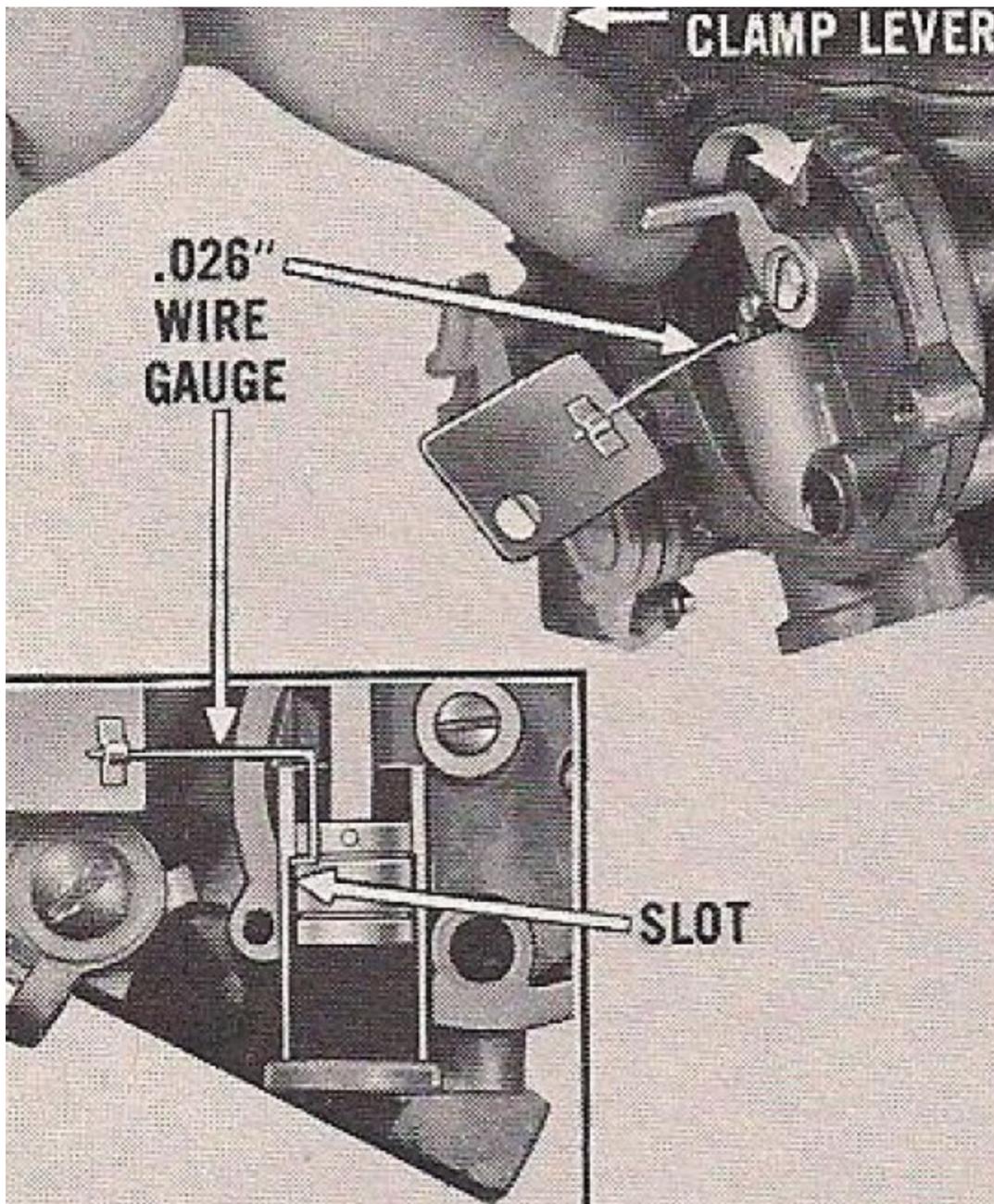
carburetor can only be achieved by checking and if necessary making adjustment in the order listed:

- Accelerator Pump
- Choke Piston & Linkage
- Fast Idle Linkage
- Fast Idle Throttle Valve Clearance
- Choke Unloader
- Secondary Throttle Valve Opening
- Secondary Throttle Valve Lockout

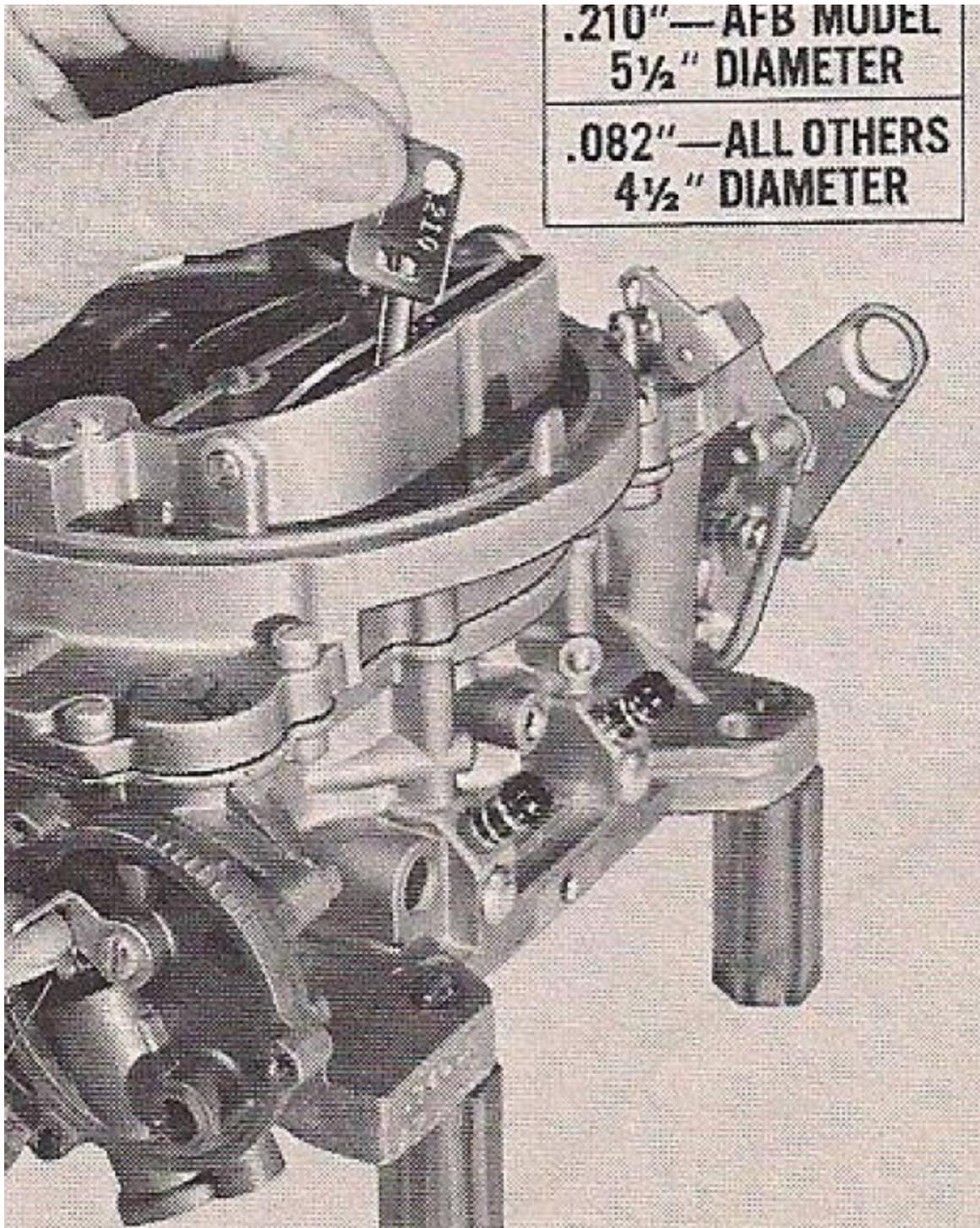




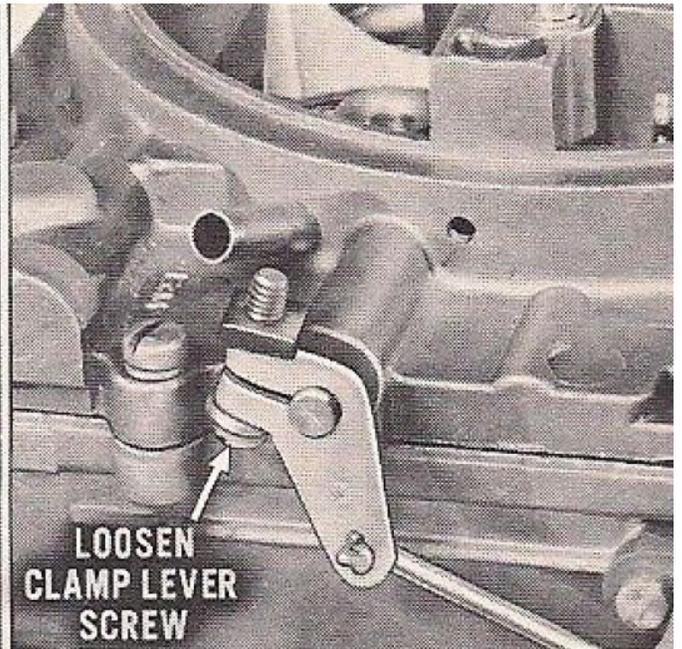
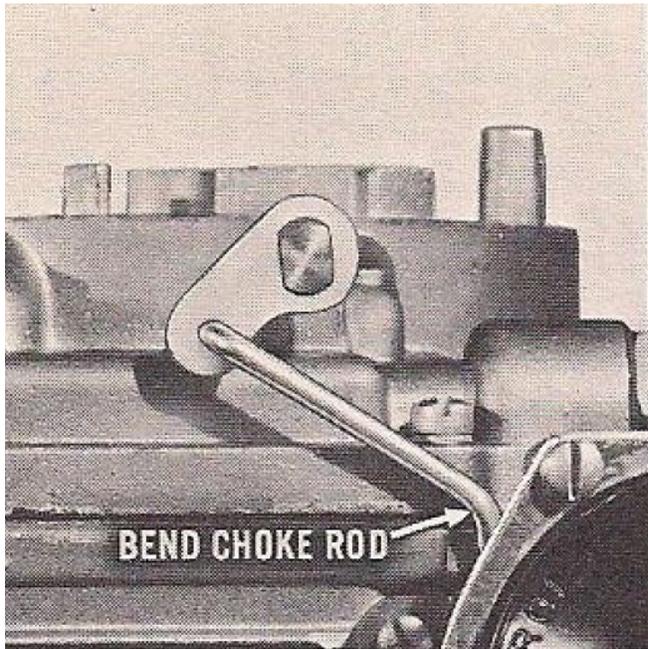
Accelerator Pump: Back off the idle speed screw until the primary throttle valves are fully closed. Hold the choke valve wide open and measure from the bowl cover to the top of the pump plunger. If the measurement does not read  $\frac{1}{2}$ " bend pump connector rod at the lower angle.



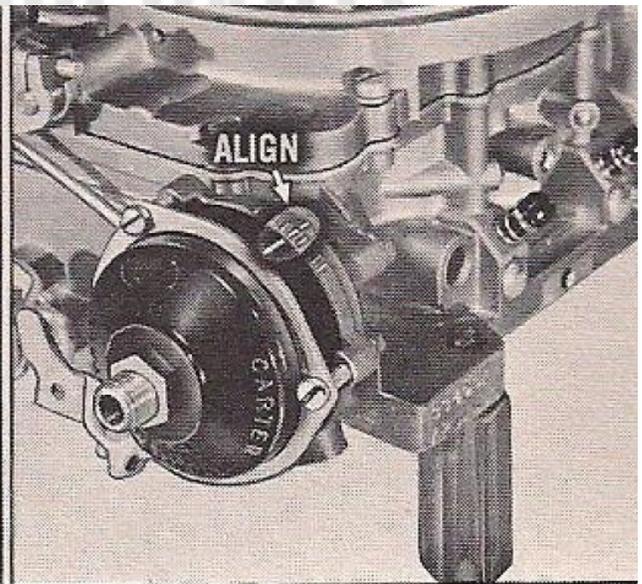
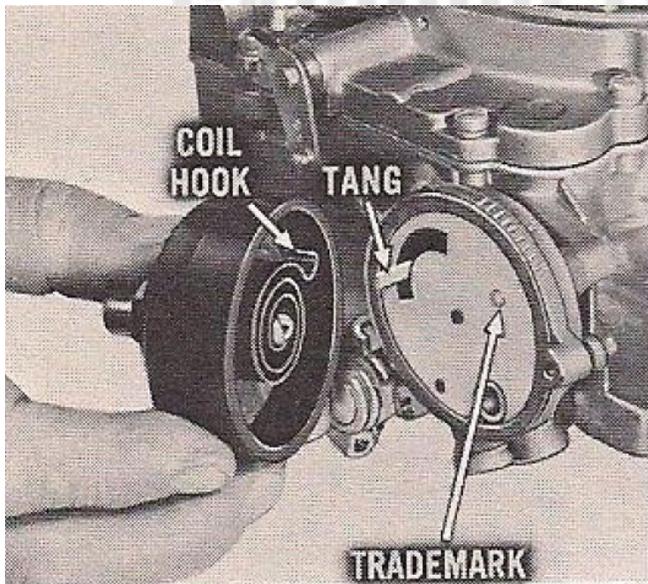
Choke Piston and Linkage: Connect the choke shaft clamp lever and rod. Insert the bent portion of a .026" wire gauge in the top section of the slot cast in to the choke piston bore. Slowly rotate the choke inner piston lever clockwise until the gauge is held tightly in the top of the slot by the piston. Hold this position and proceed as follows.



Measure the distance between the top of the choke valve and the air horn wall as shown. The choke opening should be .210" for the AFB model with a 5 ½" diameter air horn throat and .082" for all others with a 4 ½" diameter air horn throat.

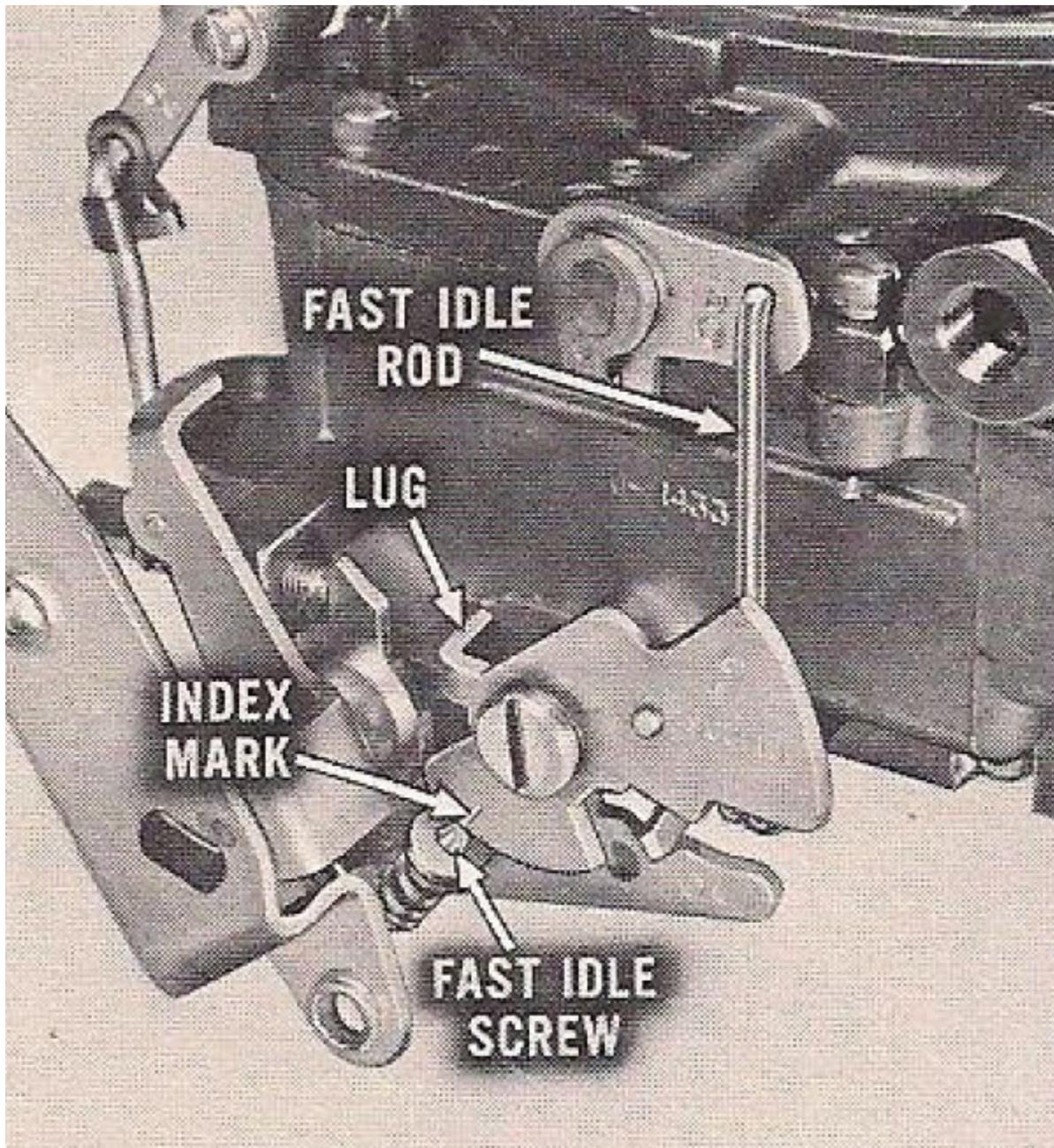


If the choke opening is incorrect on the 4 ½" diameter air horn models, bend the choke rod as necessary. On the AFB model with a 5 ½" diameter air horn, make the adjustment by loosening the clamp lever screw. Then rotate the lever on the shaft. Tighten the screw and recheck choke opening.

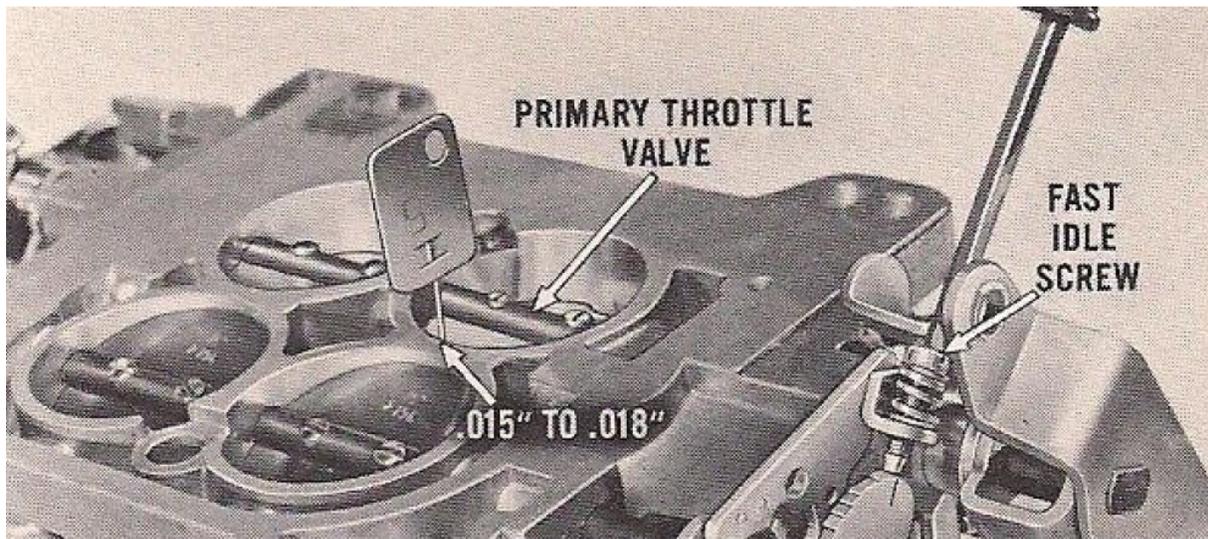


Install the choke baffle plate with the trademark 'C' facing outward and place the gasket in position. Install the choke cover so that the coil hook engages with the tang on the choke piston inner lever. Loosely install retainer with screws. Then rotate the cover clockwise to align the index mark with the middle mark on the housing and tighten screws. An alternate way which many times the the best way is to twist the thermostat until the choke valve

closes, then give it another 1/8" twist to preload. Throttle should be open to allow the fast idle cam to disengage.



Fast Idle Linkage: With the choke valve closed, note the alignment of the fast idle cam index mark with the fast idle adjustment screw. If necessary, bend the fast idle rod at its lower angle. After bending, recheck alignment. It may be necessary to bend the stop lug on the fast idle cam.

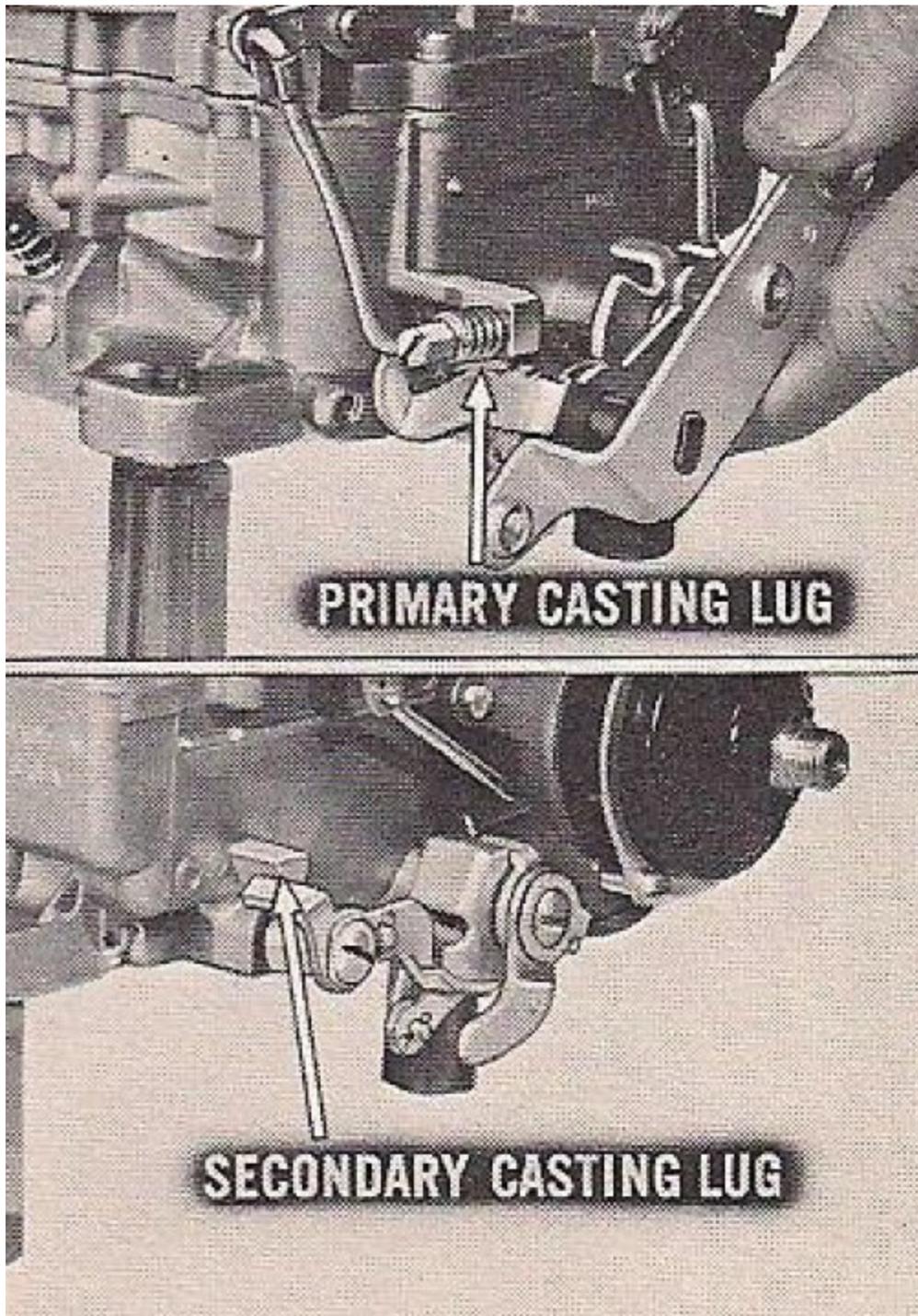


Fast Idle Throttle Valve Clearance: With the choke valve tightly closed, turn the fast idle adjustment screw to obtain a .015" to .018" clearance between the lower edge of the primary throttle valves and the bores opposite the idle ports. NOTE: It may be necessary to reset fast idle speed on the car to obtain 1700 rpm. With hot engine and screw opposite cam index mark.

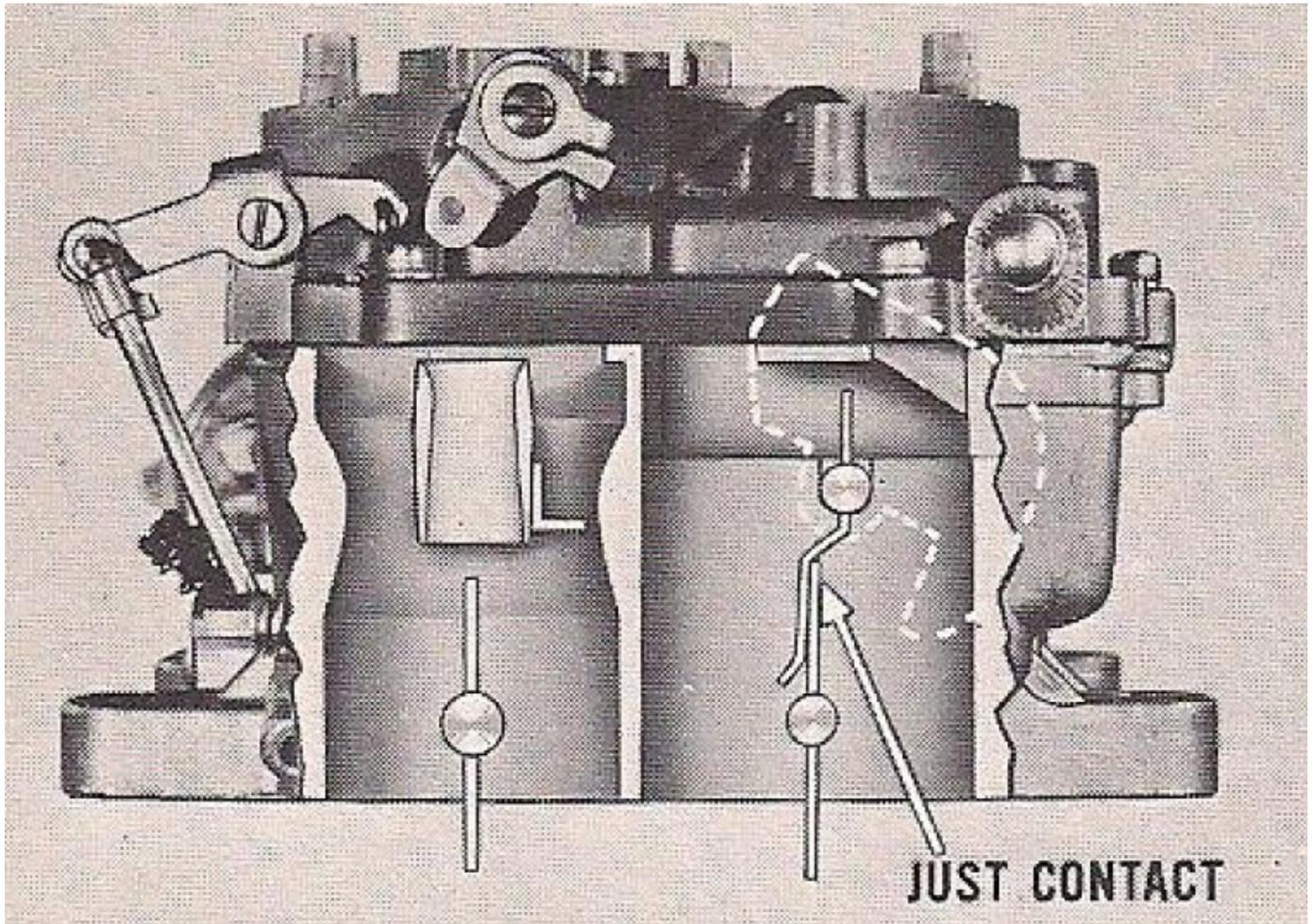
CARBURETOR PARTS



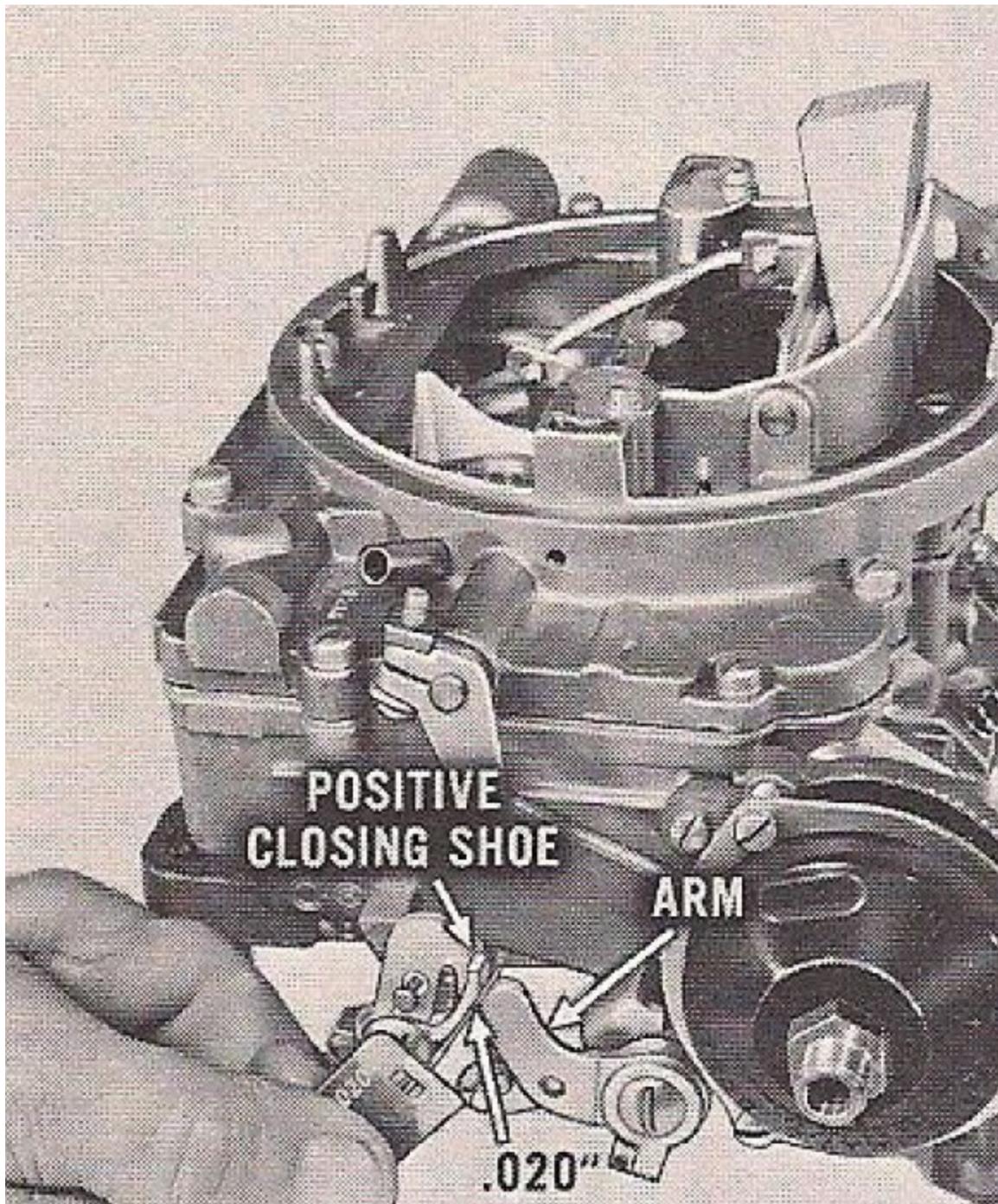
Choke Unloader: Firmly rotate the throttle lever fully clockwise until the unloader tang kicks the fast idle cam downward. Clearance between the upper edge of the choke valve and the inner wall of the air horn should be  $\frac{1}{4}$ ". If necessary, bent the unloader tang on the throttle lever to obtain correct choke opening.



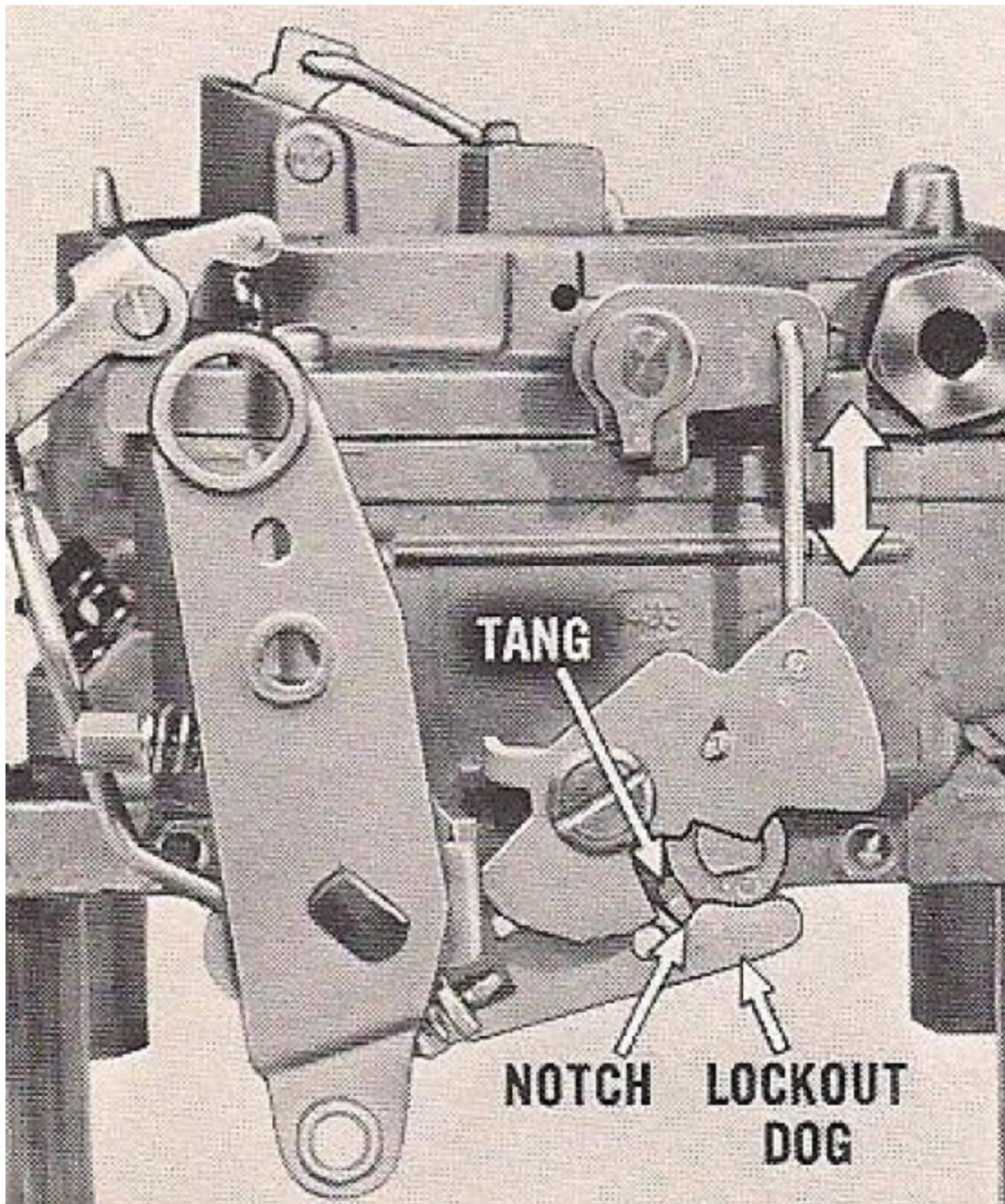
Secondary Throttle Valve Opening: Block the choke valve and auxiliary valves wide open. Rotate the throttle lever until the primary and secondary throttle valves are fully open. The stops on both the primary and secondary throttle levers should contact the casting lugs as shown--



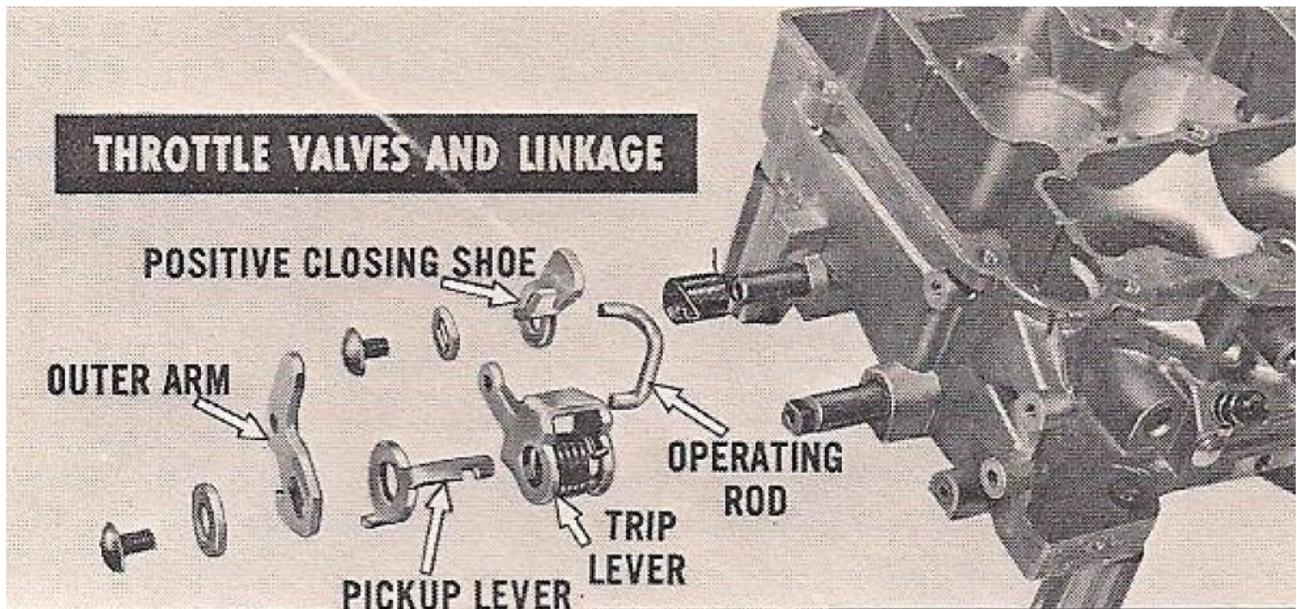
--the upper edge of the secondary throttle valves should just contact the fully opened auxiliary valves. If necessary, bend the stop on the secondary throttle lever to achieve the proper opening of the secondary throttle valves.



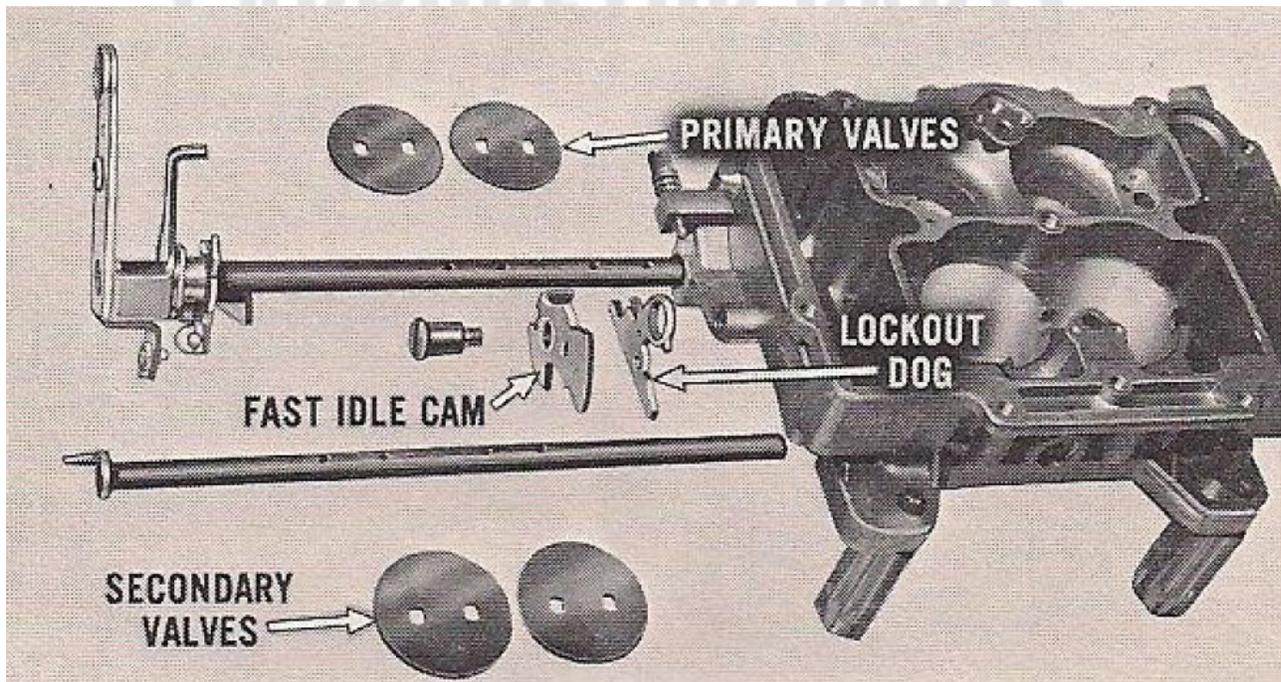
With the choke blocked wide open, close the primary throttle valves tightly. There should be a .020" clearance between the positive closing shoe of the secondary valves and the primary throttle shaft arm. If necessary, bend the positive closing shoe to obtain correct clearance.



Secondary Throttle Valve Lockout: Open the primary throttle valves slightly. Slowly open and close the choke valve. The tang on the secondary throttle shaft should freely enter and engage in the notch of the lockout dog with a minimum of clearance. If necessary, bend the secondary throttle shaft tang. This completes normal overhaul procedures.



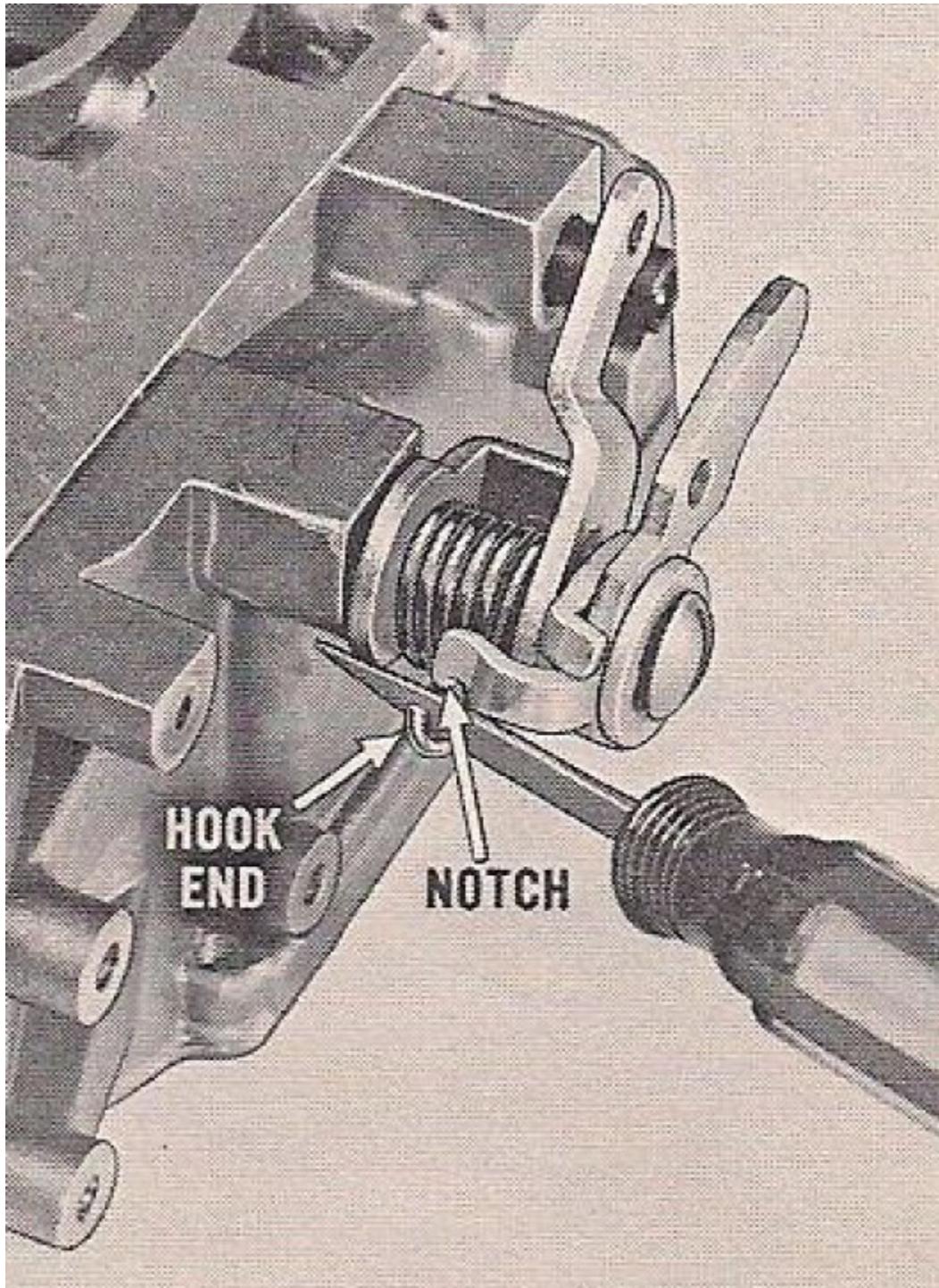
Although service is rarely necessary, the following information will help to correct a binding or sloppy condition of these parts. Remove the 'V' shaped secondary throttle operating rod, the positive closing shoe, special washer and coil spring. Remove the primary throttle shaft outer arm. Throttle shaft pickup lever, secondary trip lever and coil spring.



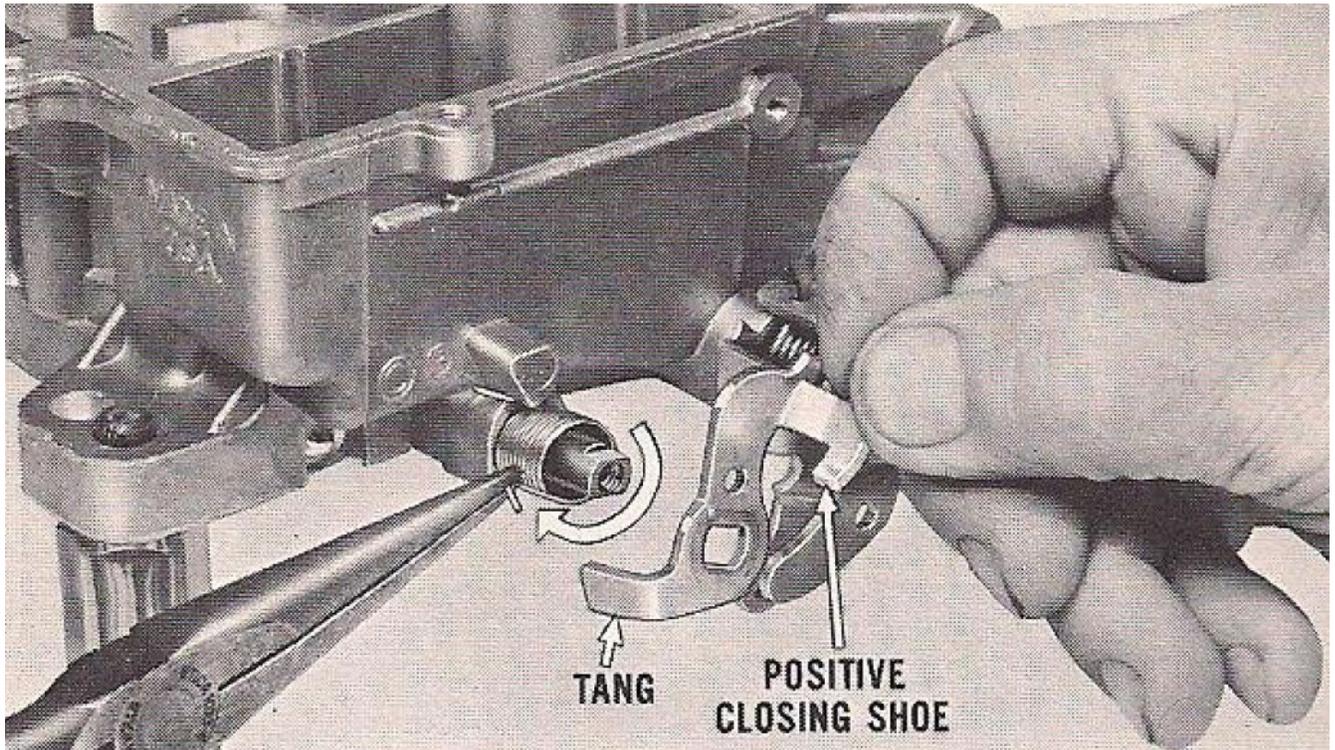
Before removing valves mark them so they go back in the same direction and same hole.

Remove the fast idle cam and lockout dog. File the peened ends of the throttle valve attaching screws, then remove the screws. Remove the

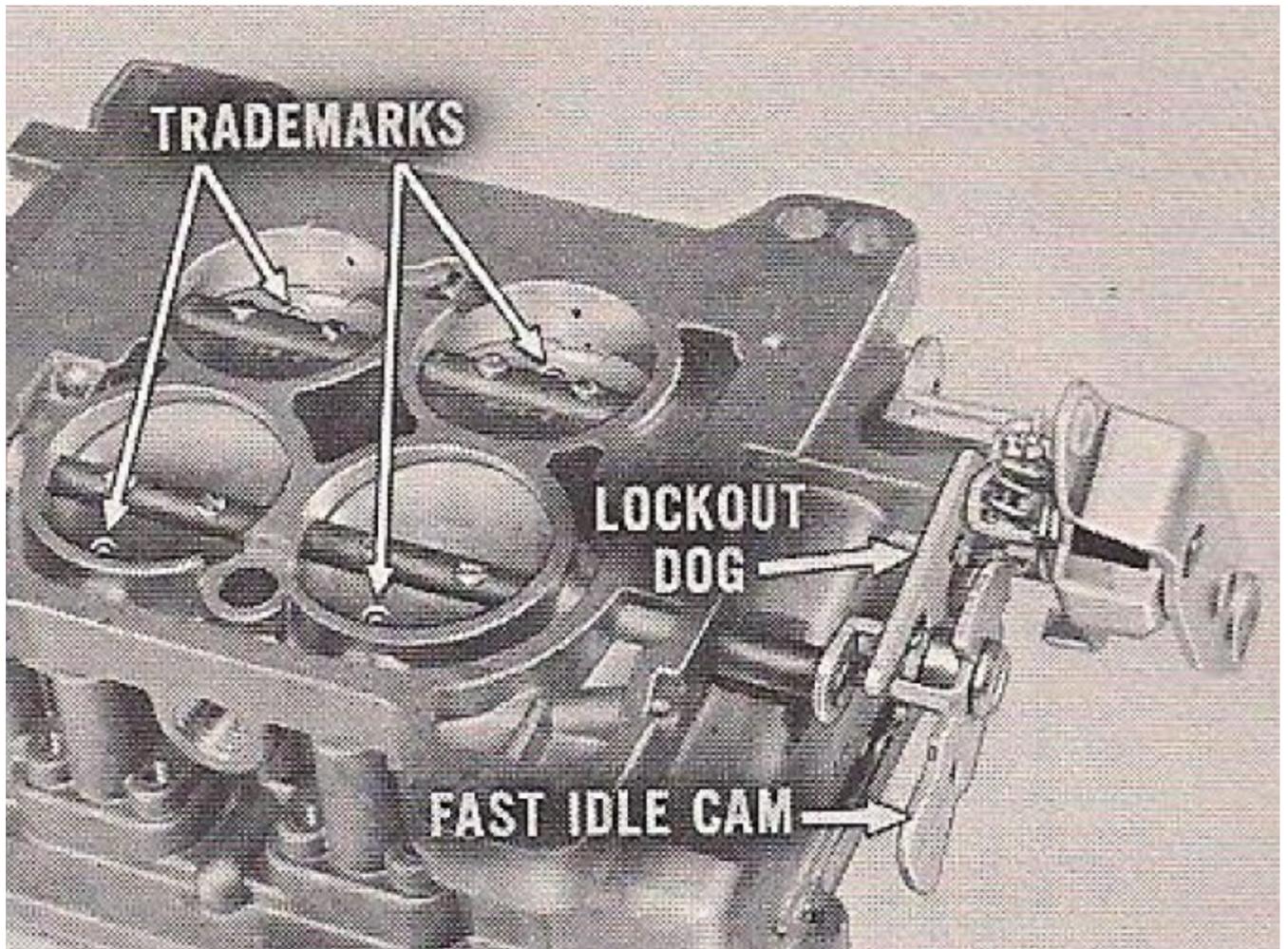
primary and secondary throttle valves. Check throttle shafts for burrs at screw holes. Smooth off any roughness, then remove shafts.



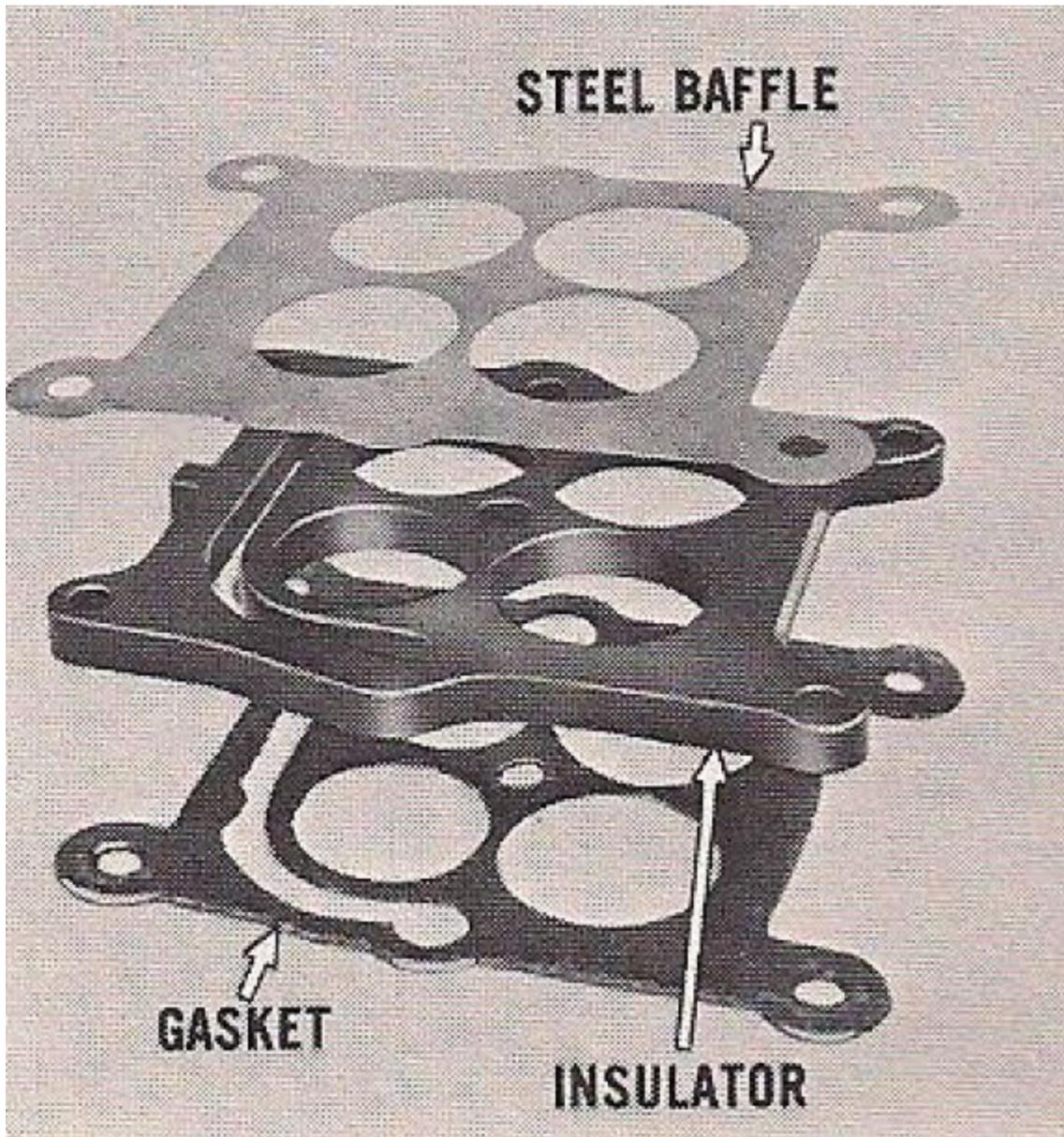
To install new parts of the primary and secondary throttle valve assemblies and linkage, simply reverse the order in which the parts were removed. After installation of the primary throttle shaft and linkage parts, use a thin bladed screwdriver to pry the hook end of the coil spring into the notch of the secondary trip lever as shown.



Wind the secondary throttle shaft spring clockwise  $\frac{1}{2}$  turn and hook over the tang of the positive closing shoe. Install the balance of the parts and check for free operation.



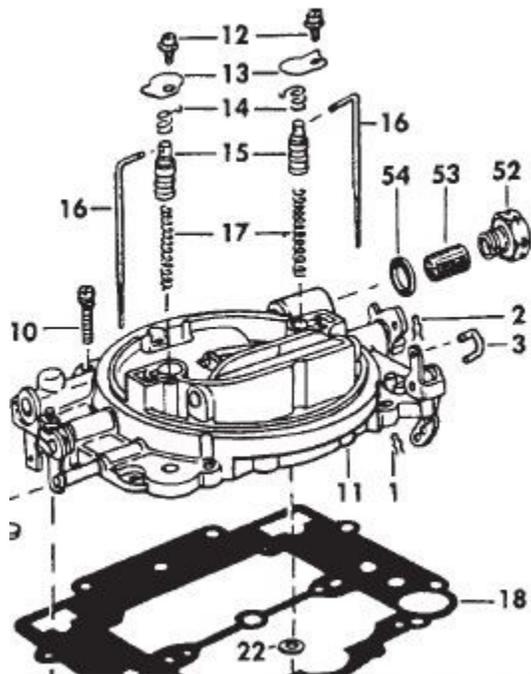
Install the throttle valves with the trademark 'C' (inside the small circle) facing the direction shown. Loosely install new attaching screws; then close the valves so they seat properly in the bores. Tighten the screws securely. Lightly upset screw ends to prevent them from falling out. Install fast idle cam and lockout dog. This completes throttle valve and linkage overhaul.



On models that use the steel baffle see the above illustration to see the order of installation.

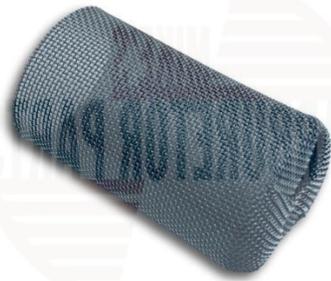
# AFB WHICH FUEL FILTER TO USE

## CARTER AFB AVS WHICH FUEL FILTER TO USE

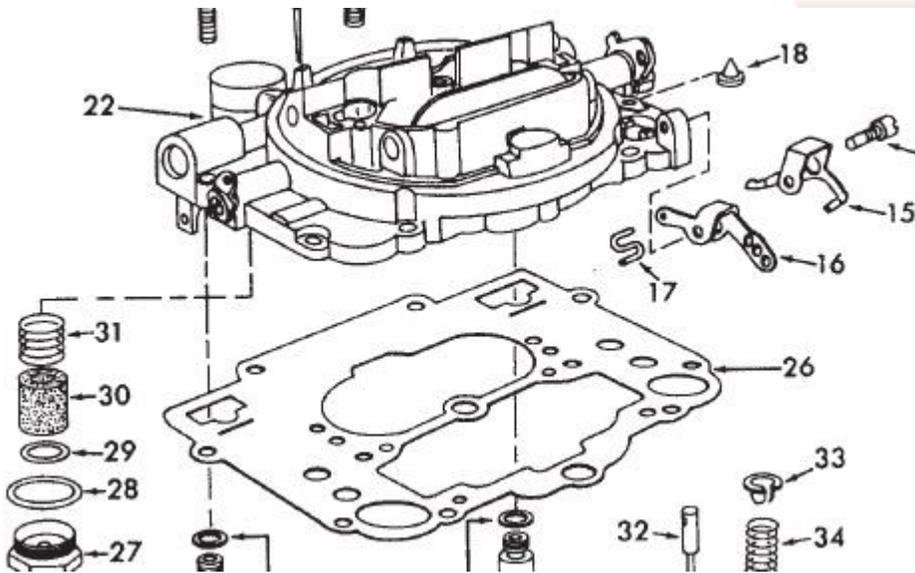


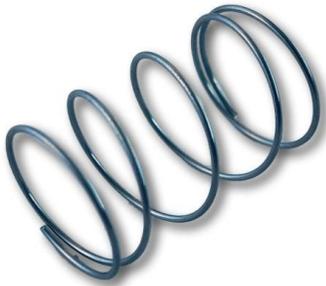
Take a look at the fuel inlet fittings in the photo. The one on the left will use the screen filter. The one on the right has a snu and will not use a strainer. The strainer won't fit this one without crushing the strainer. That AFB would use wire mesh strai float valve instead of the #53 strainer.





MIKE'S  
CARBURETOR PARTS





The return spring is placed in the inlet 1<sup>st</sup>. This keeps the filter tight against the inlet fitting.

Even with the filters illustrated, I still prefer to have an in-line fuel filter.

When you have a leak at the fuel fitting, please do not use teflon tape. That will surely get into the needle & seat. We see this often. You can use liquid teflon, just keep it to the outside of the fitting.

# ADJUSTING IDLE MIXTURE

---

## How to Adjust Your Idle Mixture

There is no exact adjustment of the idle mixture screws while the carburetor is on the bench. A good starting point is to seat the screws, then back them out 1 1/2 turns. Be careful not to force them in as you will damage the screw.

- Warm the engine to operating temperature.
- Set the idle to specifications - If the engine is idling too fast, then adjusting the idle mixture will not do you any good.
- Do you have the 3rd idle mixture screw between the 2 regular idle mixture screws? Some of the older AFB carburetor had these.
  - Adjust this middle larger screw clockwise until the rpm starts to drop. Turn it back 1/8 of a turn.
- Hook up a vacuum gauge to a vacuum port off the carburetor, or intake manifold. You can also use a tach gauge for RPM. Some of us simply listen to the engine.
- Alternate between each screw and start by turning them counter clockwise 1/2 a turn - they may already be in too far.
- Now turn the screw in 1/4 turn each time, alternating and watch for RPM, or vacuum start to drop.
- Turn the screw back out 1/4 turn.
- You can also watch the vacuum gauge to get the best steady vacuum reading.

### Getting a rough idle?

Pull the idle mixture screws and blow out the passage. Make sure you get air through to the port inside the carburetor bore.

Clean out any idle vent passage.

---

# AFB ACCELERATOR PUMP

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## How The Accelerator Pump Works

### Hesitation

Hesitation can be caused by electrical (usually distributor), as well as by the carburetor accelerator pump circuit.

**1st do a quick accelerator pump test.**

Additional Diagnosis

In order of probability:

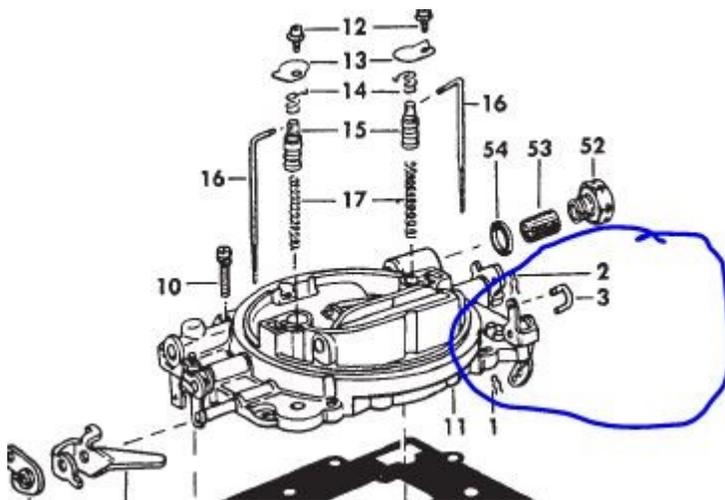
--- Discharge needle is not properly seated; tap with a punch and hammer, then test by holding down needle with punch while accel. pump is manually depressed.

--- Pump plunger is defective. If pump plunger goes down but no fuel escapes past needle in above test, plunger is bad. (We see this with new pumps more often than you might think!)

--- Pump springs installed in wrong position. Weak spring must be on bottom, strong spring on top of pump beneath keeper.

--- Left hand float level is set too low, hence fuel level is insufficient. If fuel does not stand above bottom of slot in side of pump cylinder, pump won't draw fuel into the cylinder on the intake stroke.

I'll bet that the problem is one of those above, if not some combination of thereof.



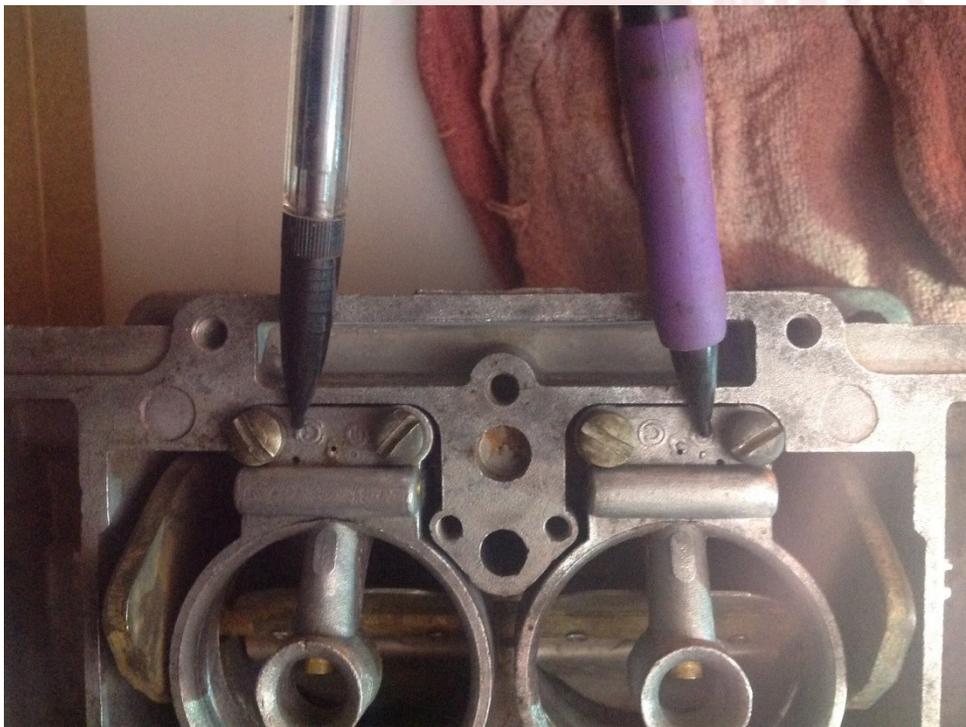
Tip - The AFB pump link, links the pump lever to the accelerator pump. When you look at the link installed from the front of the carburetor, it should look like a 'S'.

# AFB TROUBLESHOOTING

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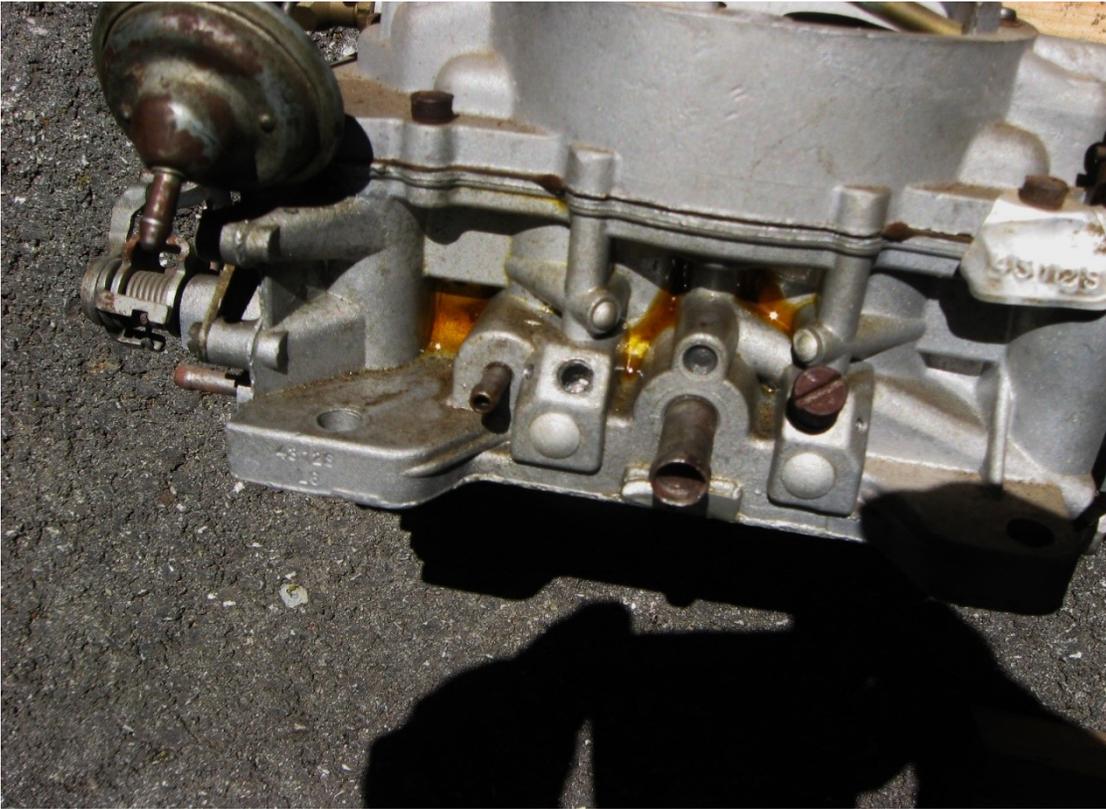
**Do you know what side the brass insert is suppose to face...toward each other like I have it?**

No, they should be to the outside.



---

**I have a 1967 Chrysler Carb that has 2 pins holding the air adjustment screws in I have a broken Air adjustment screw due to someone trying to back out the screw without removing pin, Now I need to remove pin to get broken part out, Have you ever dealt with the pins, do you know what fits them to remove them**



First of all it needs to be either heated up or very well lubricated. The pins have a very small Allen head.

---

**I have a 625 cfm Carter and it is idling rough and I can take the left fuel mixture screw all the way out while it is running and no change on the idle or rpm and still idling rough until I push on the throttle just a little and then it will clean up and run smoothly until I let off?**

From what you describe I suspect you have a clog somewhere in the idle circuit, on the side you refer to. Take the idle mixture screw out and blow through the hole. They are small and can easily get clogged. From there find the passage way going to the idle mixture screw. Use thin wire to clean it out if you can. While you are at it inspect the screw for any grooves.

You didn't mention if you rebuilt the carburetor. That would be a good place to start if you haven't already.

---

**Can I use the pointed check weight above the check ball?**

Do not put the pointed check weight with the check ball. If it even fit, it would be too heavy and you would get a hesitation when throttling up.

A check ball would have a small weight, or spring above it. The pointed check weight is used without a check ball. The AFB came either way. You can also try using a check ball above the 1st check ball. This is usually enough weight.

Test by putting fluid in the accelerator pump well. Hold down either the check ball system, or the check weight system with a brass drift punch. Push the accelerator pump down the well. You should feel a bit of pressure and little if any fluid will come out of the main discharge.

If you get no pressure, then try the other setup (check ball, or pointed check weight). If still no pressure use a brass drift punch against the check ball, or weight and tap a few time to seat it.

**BUY AFB FLOATS**



---

### **Bogs down when I floor the pedal.**

Does it have a choke, it's possible the choke may not open all the way not allowing the secondary's to open properly, also the passage's in the secondary cluster's are they clear, need to make sure there not clogged. Could be lots of things, needs to check compression also.

---

### **No Fuel**

I rebuilt a Carter AFB Performance Plus carb and it ran fine for about 3 weeks. Then it would not start unless you primed it by spraying fuel into it and cranking the engine for a while. Then it would start and run, but the next day no good and had to repeat process. Replace fuel filter and we get an exceptionally good stream of fuel when cranking from the hose between pump and carb.

It could be a lot of things:

- Plugged fuel filter.
- Needle & seat sticking.
- Float sticking.
- Low fuel pump pressure.

It is possible that the fuel is running back toward the fuel pump when you turn it off. That would be the needle & seat. Make sure the fuel tank vent is open. Some have an extra vent tube and some vent via the gas cap.

Could be percolating - engine gets hot, turn the engine off and fuel boils and evaporates.

---

### **My secondary jets have no acceleration tubes or any other plumbing underneath. Is this normal?**

Yes, it is on some. Not all have tubes.

---

**This is a problem that one of our customers reported to us along with the email conversations.**

Sorry to bother you. I bought kit 4011 for my 1958 Cadillac Eldorado, Carter 2862S AFB carb. Can't get car to come off idle, wants to die. Warm, choke off. Idles O.K., 500-850 RPM O.K. But when I push the accelerator to increase the RPM's above 850, it wants to die. If I coax it past this spot, at higher RPM's it seems fine. A stream of fuel comes out the two accelerator pump jet nozzles when I depress the throttle, so I think the accelerator pump is O.K. I've adjusted the two mixture screws. There is a big air adjustment screw located between the two idle mixture screws, I tried to adjust that also. (But I don't actually know the procedure for this air adjustment) Once it starts getting past the stumble, I notice drops of fuel coming out of the primary venturi's, and dropping down onto the throttle butterflies. (I would think it would be atomized, not drops?) I've disassembled the carb a couple times, the float bowls are about 1/2 full. I'm stumped, I didn't have this problem before I rebuilt the carb. I didn't remove any shafts or butterflies. I would appreciate any ideas you have to offer. Second update: I should have checked this before I sent My first e-mail. My problem is a lean condition. If I pour a little gas down the carb while it is stumbling, it stops stumbling and smooths out. So the question is: What causes a just above idle lean condition? Third update: I fully closed the big air adjustment screw located between the two idle mixture screws, and this helped alot. I moved the accelerator pump rod down to the bottom hole, and this seemed to help some. I still have an off-idle stumble, but it's driveable, it doesn't try to stall, just stumbles. The stumble is smooth slow acceleration, not punching it.

#### Solution

I took it apart again, and found a piece of debris partially plugging the small brass tube feeding fuel to the primary venturi, (the small tube inside the bigger tube with holes in it) The clue was, just above idle fuel would drip out of one venturi, (the bad side) No more hesitation, and I was able to open the air adjustment screw to set the idle speed.

---

#### **Dual set up running rich and secondary problem.**

No ID on these carbs but I believe they came off an early 60's Pontiac. Dual AFB's on Weiand manifold on a 1957 Chrysler 392 Hemi, probably the 325 hp model.

Engine runs fine but when I recently pulled the plugs they are all black, rich. I was thinking if I could put smaller primaries in that would help the rich mixture.

After reading your info on your website I went out and pulled the metering jet and the primary and secondary jets. The primary jet measures 0.090, the metering rod is about 0.080 in the middle and 0.060 on the end. The secondaries are about 0.070 for what it's worth.

Maybe one other question while I've got your attention. See if what I see makes sense. First there are no chokes. The rear carb is primary and as the throttle begins to open at about half throttle the forward (secondary carb) linkage begins to open. I'm assuming the rear (primary carb) secondaries will begin to open from vacuum at that point. Then at about 3/4 throttle the vacuum secondaries on the front (secondary carb) begin to open as well. I don't know of a way to confirm the action of the vacuum secondaries. Does that sound right?

I believe that if there are no chokes that these are off a Chrysler. As for it being rich that could be that they may have been sitting for too long or the floats are sticking, could be a lot of reasons. I would think Sirius about leaning them down. As for the secondary's they are both mechanical and vacuum operated and it is a progressive type linkage.

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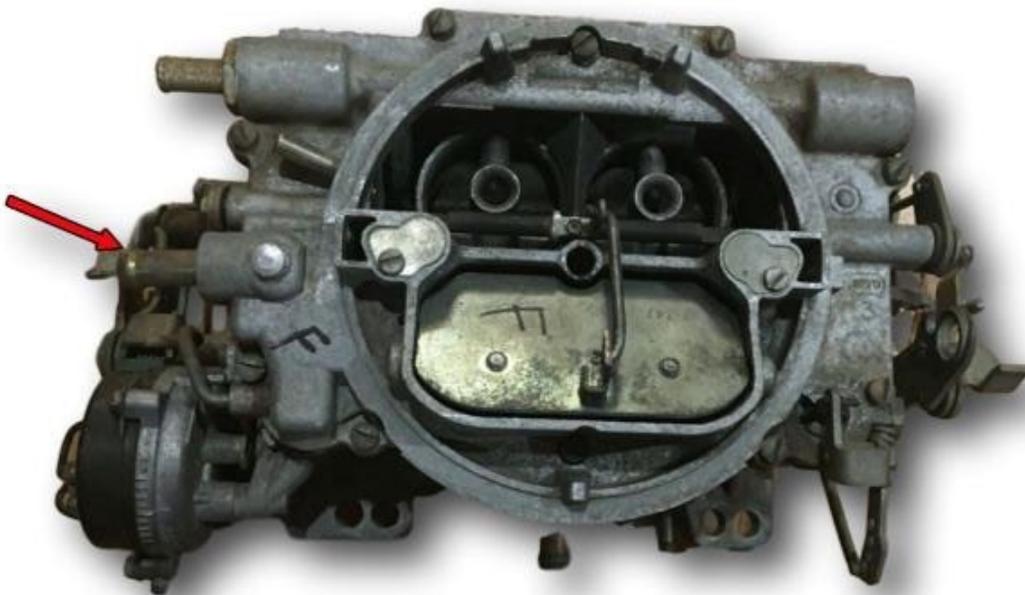
### Taller jets

My AFB has taller jets than those currently available, is this an issue?

No, you can use the standard replacement jets, just be sure the orifice size is the same.

---

**What is the vent pointed to in the illustration.**



This is the fuel bowl vent. This would have been connected back to the engine so that the gas fumes were burned off. Prior to this carburetors were vented to the outside air. It must be left open, or gas will get siphoned from the flow bowl when you don't want it to.

---

**When I disassembled there was no check ball in accelerator pump circuit, only the brass weight under the discharge nozzle assy**

If the check weight has a pointed end, then it acts as a check ball and weight. No ball is necessary.

---

**There is no check ball in the bottom of my accelerator pump well.**

Your AFB probably has a check valve near the bottom of the float bowl next to the pump well. This is the inlet check.

---

**When I pump the accelerator the main discharge doesn't spray until the throttle is partially opened.**

One common problem often overlooked is the electrical system. The distributor advance in particular. Make sure it is operating as it should.

A list of possible problems (not in any order):

- Not enough fuel in the pump well. If the intake check isn't working as it should it may not be filling in the well. There is an inlet check in the bottom of the float bowl and it has a check ball in it. Take it out and make sure the check ball rattles around.
- The accelerator pump cup rolled up when being installed. A pump should be twisted in a circle while putting it in the well so it doesn't curl up.
- Pump cup has been damaged by ethanol, or some other chemical that is in the gas. We recommend using [Ethanol Defender](#).
- The wrong accelerator pump was installed. The carburetor kit should be matched up with the carburetor number to insure it is the correct pump.
- The linkage going to the accelerator pump is loose, or perhaps bent so that it doesn't push the pump down right away. Operate the linkage and watch the pump action closely.
- The accelerator pump circuit is partially plugged and gas gets through only with maximum pressure.

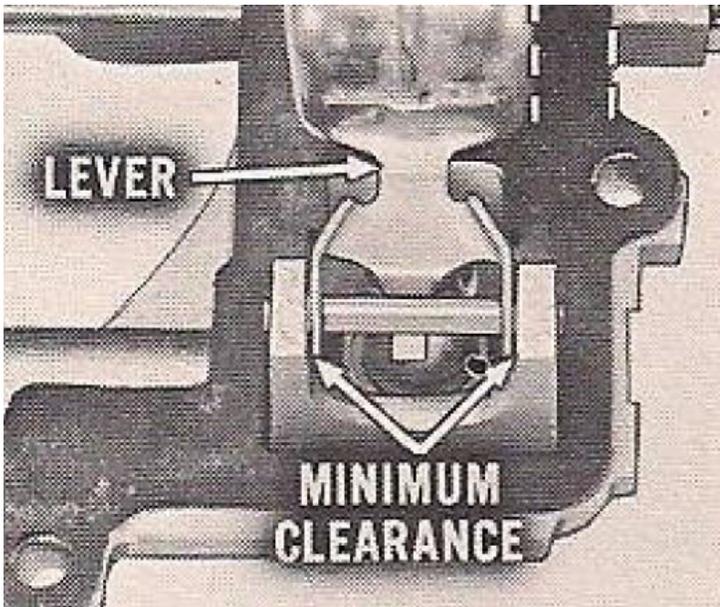
There are many reasons your carburetor is flooding. Flooding means fuel is overflowing over the top of the carburetor. Running rich means the exhaust has black smoke, or there is a strong smell of gas.

---

### **Flooding**

- Test your fuel pump. New fuel pumps are especially troublesome. Check your motors manual for the proper pressure, but for the AFB it should be around 5 lbs. Too much pressure will keep the needle from shutting off the gas.

- The needle & seat may be damaged. If while adjusting the float, pressure was put on the needle then it could easily have damaged the viton tip. If the needle is new, wipe the viton tip with mineral spirits to wipe off the black residue. Turn the top upside down and while the floats have the needles closed, blow into the fuel inlet (not too hard). Air should not get through.
- Make sure there is a gasket under the seat and there is only 1 gasket. We have seen old gaskets left behind, then a new one added on.
- Test your floats for leaks. Heat up some water and immerse the float. Bubbles would indicate a bad float.
- Check the float level.
- Your floats should be centered in the float bowls.
- Make sure there is clearance on each side of the float tangs.
- Move the float up and down to feel for any resistance or catching.



- There may be dirt getting into the needle & seat holding the needle open. Filters may be dirty, or perhaps the fuel tank is dirty.

Flooding can be summed up with one idea. Too much fuel is getting into the float bowl.

### Running rich after rebuild

- Since it was running OK before we can rule out the metering rods and main jets.
- Make sure the passages from the idle mixture hole and the off idle above it go all the way through the venturi's. The small holes on top of the venturi is what you are looking for.
- If the carburetor has been sitting for many months, or years I would highly suspect a plugged passage. Look at every hole you can find and test by blowing air through the hole.
- Look down the carburetor at idle. Do you see fuel dribbling out of the venturi. If so, then that is probably the problem. The main discharge may be leaking. There will be a check weight in the discharge hole (with pointed end), or perhaps a check ball and a spring above that. Depends on the vintage of the AFB.

Take the carburetor off and **test the accelerator pump circuit.** The small holes on the venturi can get plugged easily.

- It isn't unusual for the venturi gaskets to need to be trimmed a bit so they sit flat. If they don't sit flat fuel will leak into the bore.
- **Test the needle & seat.** It is possible that while adjusting the floats pressure was put on the viton tip damaging it. It isn't unusual to get dirt into the needle & seat after rebuilding.
- Be sure the floats are centered. Move them up and down to feel any catching.

As with flooding, too much fuel is getting into the float bowl, or extra gas is getting siphoned into the bore because of a plugged air vent.

---

### **Not Idling Well & Center Mixture Screw Doesn't Make a Difference.**

Not all AFB have the center adjusting screw.

Well the fact that it does the same thing with 2 different carbs tells me to look at electrical 1st. Compression test might reveal 1 or more low cylinders which will cause an idle problem for sure. I wouldn't discount a vacuum leak that hasn't been found yet.

The center screw not making a diff is worrisome. That smells of a vacuum leak to me. Double check the mounting gasket to be sure it isn't leaving some port exposed causing a leak.

Spray carb cleaner around all vacuum sources and mounting gasket. A change in rpm tells you that you found the problem.

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:

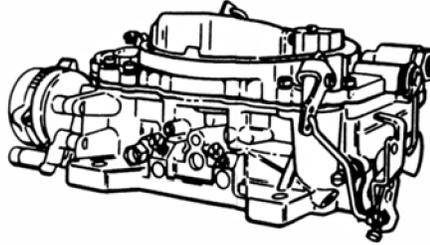
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.

- 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  
OFF VEHICLE CARBURETOR SERVICE  
CARTER MODEL-AFB**

**50-370-3**



Mike's Carburetor Parts

**I. DISASSEMBLY.**

a. Disassemble in the order of index numbers on the exploded view drawing on opposite side of sheet. Disassembly need not be carried further than parts exploded on the drawing unless additional parts require replacement.

b. Notice the holes from which linkage rods are removed so they can be returned to the same locations during reassembly.

**II. CLEANING.**

**NOTE:** Do not soak leather, rubber or other parts of this nature in the cleaning solvent.

Soak parts long enough to soften and remove all foreign material. Use a regular carburetor cleaning solvent, lacquer thinner, or 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.

**III. REASSEMBLY.**

Reassemble the carburetor using essentially the reverse order of disassembly. Refer to paragraph I b, when installing linkage rods.

## ADJUSTMENTS

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

With air horn held upside down; air horn gasket and floats in place, measure the distance between edges of floats and gasket surface at outer ends. Refer to Adjustment Data Table for proper gage. Adjust by carefully bending float bracket and make sure that floats are properly aligned to avoid interference in the bowl.

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

With air horn held upright and level, measure at location shown (gasket in place). Adjust to dimension listed in Adjustment Data Table by bending float stop tabs on float bracket.

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

a. Back out throttle stop screw until primary throttle valves seat in bores. The distance from top of pump plunger rod to air horn should be as listed in Adjustment Data Table.

b. Insert rod in lever hole listed in Adjustment Data Table ("a", "b" or "c").

c. Adjust by bending pump rod at location shown in figure 3.

**VII. CHOKE PISTON LINKAGE ADJUSTMENT.**

a. **TYPE I** (see figure 4). Hold choke valve closed and measure clearance between stop in choke piston housing and choke lever. This distance should be as listed in Adjustment Data Table. To adjust bend choke connector rod, which will be positioned at slightly different locations for some carburetors, or set lever on countershaft if lever has a clamp screw.

b. **TYPE II.** Keep fast idle cam from touching adjusting screw by blocking throttle approximately half open. With choke valve open place a .026 wire gage (made by bending a .026 diameter wire at a 90° angle 1/8-inch from end) between bottom of slot in piston and top of slot in choke piston cylinder. Holding the .026 wire gage in position, close choke valve until resistance is felt. The distance between top of choke valve and air horn should be the same as given in Adjustment Data Table. To adjust, bend choke connector rod.

c. **TYPE III.** Keep fast idle cam from touching the adjusting screw by holding throttle open. When holding the choke valve closed, the top of the choke piston should be flush with the top of the piston cylinder. To adjust, bend the choke connector rod.

**VIII. FAST IDLE LINKAGE ADJUSTMENT.** (See figures 5 and 6.)

Methods of performing this adjustment vary between carburetors and car models. The first type of adjustment is made as follows:

a. Hold choke valve closed and fast idle cam against stop on carburetor housing. The clearance between the two levers on end of choke shaft should be as listed in Adjustment Data Table. (See figure 5.) To adjust, bend fast idle rod as shown.

b. The second method is different because of the index mark on fast idle cam. (See figure 6.) When the mark is present, adjust as follows: Hold choke lever closed and make sure that the two levers on end of choke shaft are in contact with each other. Hold parts in this manner and align end of fast idle screw with index mark on fast idle cam. To adjust, bend fast idle rod as shown.

**IX. FAST IDLE VALVE CLEARANCE.** (See figure 7.)

Hold choke valve closed tightly and tighten fast idle adjusting screw until clearance between carburetor bore and edge of throttle valve is as specified in Adjustment Data Table.

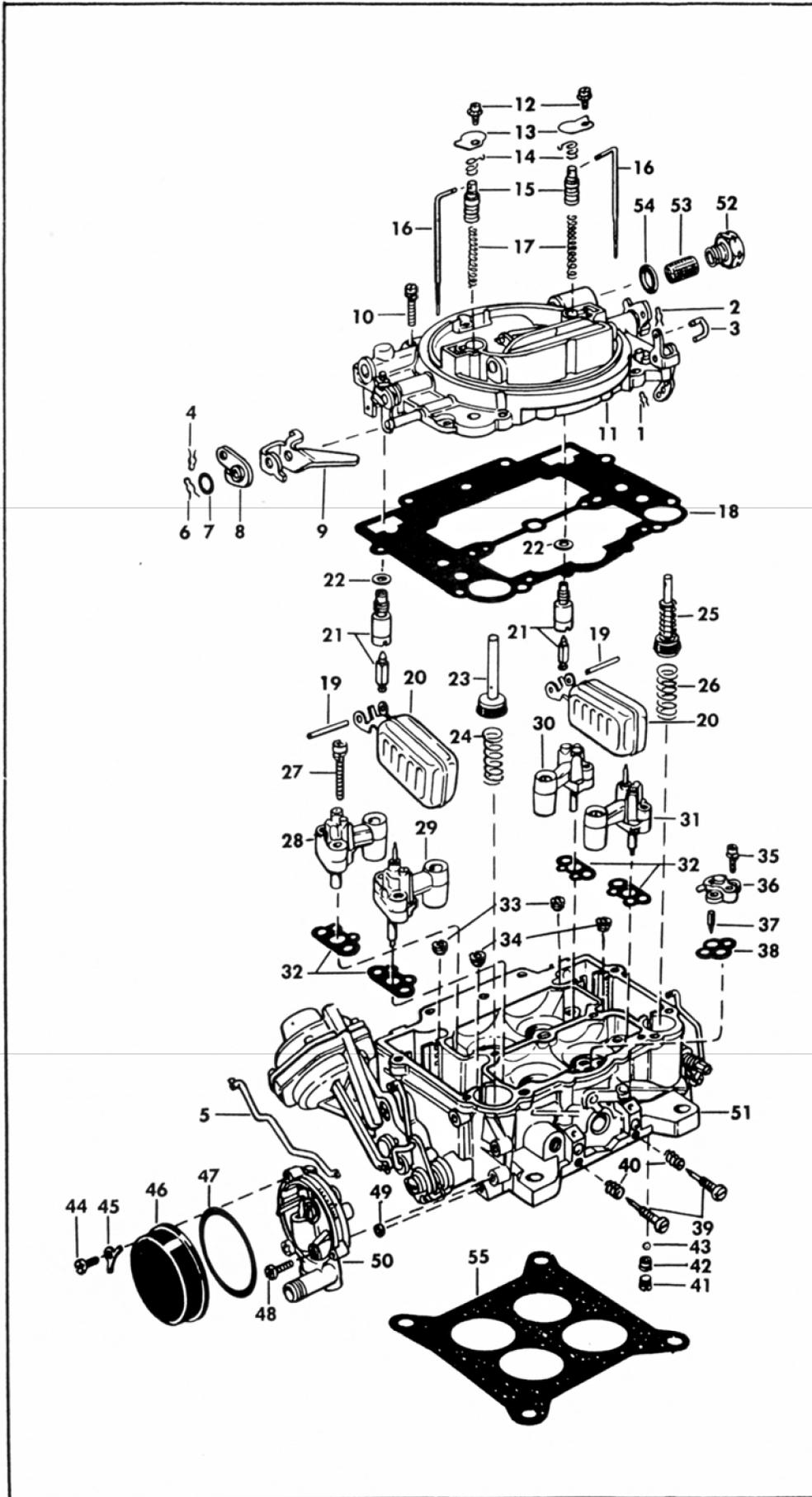
**X. UNLOADER ADJUSTMENT.** (See figure 5.)

Open primary throttle valves wide and check clearance between upper edge of choke valve and inner wall of air horn. This distance should be as listed in Adjustment Data Table. To adjust, bend the unloader lip, which can be seen in figure 5.

# GENERAL EXPLODED VIEW

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

Mike's Carburetor Parts



REF. NO.	NOMENCLATURE
1	Pin spring
2	Pin spring
3	Pump link
4	Pin spring
5	Choke connector rod
6	Pin spring
7	Dashpot lever washer
8	Outer-dashpot arm
9	Inner-dashpot arm
10	Screw and lock washer assy
11	Air horn assy
12	Screw and lock washer assys
13	Step-up piston covers
14	Step-up rod retaining springs
15	Vacuum pistons
16	Step-up rods
17	Vacuum piston springs
18	Air horn gasket
19	Float pin
20	Float assys
21	Needle and seat assys
22	Needle seat gaskets
23	Dashpot plunger assy
24	Dashpot plunger spring
25	Pump plunger assy
26	Pump return spring
27	Screw and lock washer assy
28	Secondary venturi assy - choke side
29	Primary venturi assy - choke side
30	Secondary venturi assy - pump side
31	Primary venturi assy - pump side
32	Venturi cluster gaskets
33	Secondary metering jets
34	Primary metering jets
35	Screw and lock washer assy
36	Pump jet housing
37	Pump discharge needle
38	Pump jet housing gasket
39	Idle adjusting screws
40	Idle adjusting screw springs
41	Pump intake passage plug
42	Pump intake ball seat
43	Pump intake ball
44	Screw
45	Coil housing retainer
46	Thermostatic coil and housing assy
47	Coil housing gasket
48	Screw
49	Choke piston housing assy
50	Choke piston housing gasket
51	Carburetor body assy
52	Fuel inlet fitting
53	Fuel inlet strainer
54	Fuel inlet fitting gasket
55	Flange gasket

# INSTRUCTION SHEET

## CARTER MODEL AFB CARBURETOR

(CONT.)

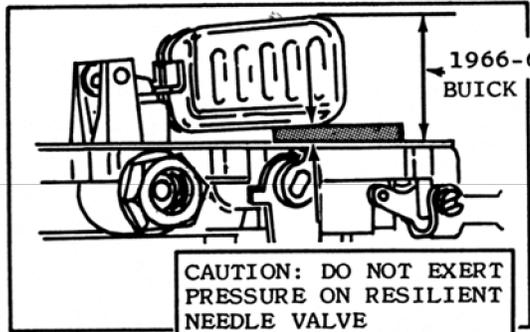
Mike's Carburetor Parts

### XI. AUTOMATIC CHOKE SETTING.

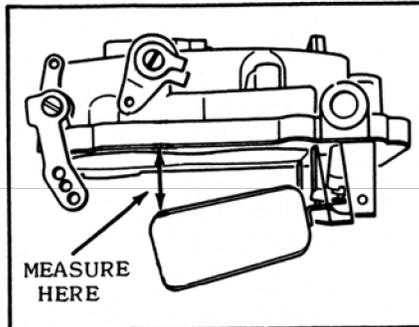
Set automatic choke so that choke valve will close with a light tension in air intake bore with unit at room temperature (70°F to 80°F).

### XII. IDLE ADJUSTMENT. (See figure 8.)

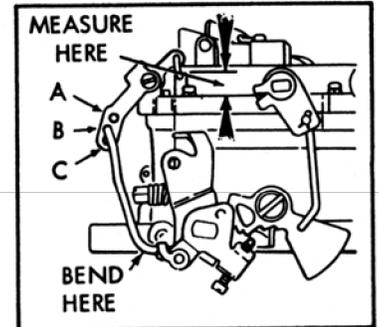
Adjust stop screw (1) to crack valve slightly. Start engine. Adjust mixture screw (2) until engine idles smoothly. Readjust stop screw (1) to idle engine at approximately 450 rpm; then readjust mixture screw (2). (Most high-performance engines idle at 500 rpm.)



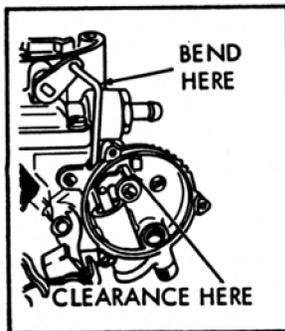
FLOAT LEVEL Fig.1



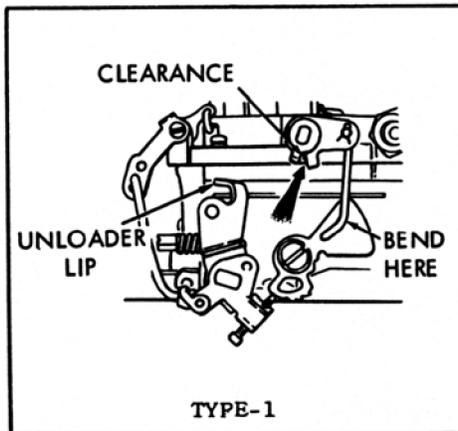
FLOAT DROP Fig.2



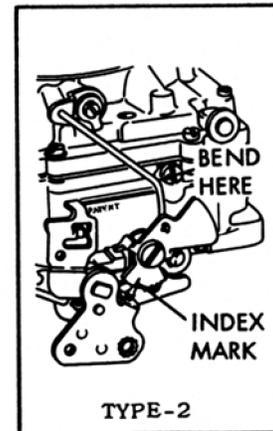
PUMP ADJ. Fig.3



CHOKE PISTON LINKAGE ADJ. Fig.4



TYPE-1 FAST IDLE LINKAGE ADJ. Fig.5

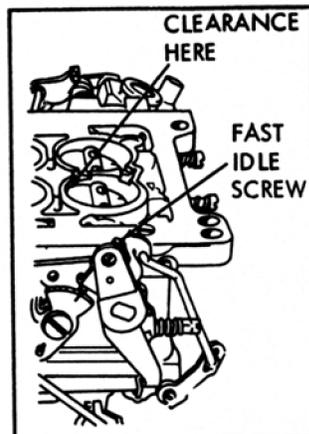


TYPE-2 FAST IDLE LINKAGE ADJ. Fig.6

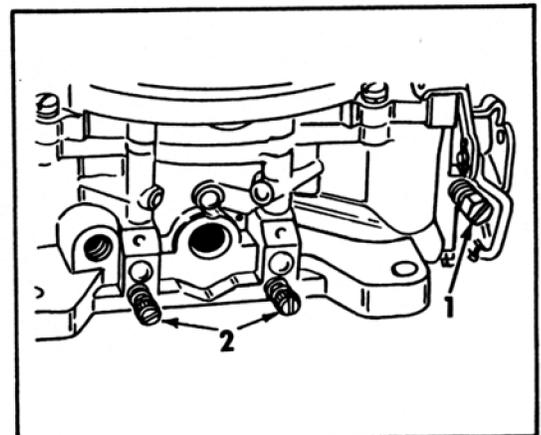
#### TYPE-3

FAST IDLE SCREW ON SECOND STEP AGAINST SHOULDER OF FIRST. HOLDING CHOKE VALVE TOWARD CLOSED POSITION, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

FAST IDLE LINKAGE ADJ.



FAST IDLE ADJ. Fig.7



IDLE ADJ. Fig.8

ADJUSTMENT DATA

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole	Choke Linkage Type	Piston Linkage Dimen.	Fast Idle Linkage Type	Fast Idle Linkage Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un- Loader Dimen.	Sec. Lever Step 1	Throttle Adi. Step 2	Idle S/T	Slow R.P.M. A/T	Fast Idle R.P.M. Note Ref.		
1967	American Mtrs. 290"-343" Eng. 290"-343" Eng. w/A.G.P.	5/16"	3/4"	B	3/8"	2	1/8"	2	.018"	1-Rich	9/32"	-	-	600	600 N	2000 Note 3		
1968	American Mtrs. 290"-343" 390" Eng. Carb No. 4467-4583-4622	11/32"	23/32"	B	7/16"	2	7/64"	2	.020"	1-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3		
1967	Barracuda 273" Eng. w/C.A.P. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	600	600	625 Note 1		
1957	Buick	7/32"	23/32"	-	33/64"	1	3/64"	1	.010"	Index	3/16"	-	1/64"	500	500 N	1500		
1958-59	Buick	7/32"	23/32"	-	33/64"	1	.010"	2	.020"	1-Rich	3/16"	-	1/64"	475	475 N	1500		
1960	Buick	7/32"	23/32"	-	1/2"	3	Flush	2	.020"	2-Rich	7/32"	23/64"	1/64"	500	500 N	1500		
1961-63	Buick - 364" - 401" & 425" Eng.	7/32"	23/32"	B	7/16"	2	3/32"	2	.030"	Index	7/32"	23/64"	1/64"	525	525 N	650 Note 1		
1964-65	Buick - 400" - 401" & 425" Eng.	1/4"	3/4"	B	7/16"	2	3/32"	2	.030"	Index	7/32"	23/64"	1/64"	500	500 Dr.	600 Note 1		
1961-65	Buick - Front & Rear - 425" Eng.	7/32"	23/32"	A	1/2"	2	3/32"	2	.030"	Index	7/32"	23/64"	1/64"	550	550 Dr.	650 Note 1		
1965	Buick - 300" Eng.	3/16"	23/32"	B	7/16"	2	3/32"	2	.024"	1-Rich	1/8"	23/64"	1/64"	550	550 Dr.	600 Note 1		
1966	Buick - All 340" Eng.	1-13/32"	3/4"	B	7/16"	2	3/32"	2	Index	Index	5/32"	-	-	550	550 Dr.	600 Note 1		
1966	Buick - All 400" Eng. and S/T-w/A.I.R. 401" Eng.	1-15/32"	3/4"	A	1/2"	2	7/64"	2	Index	Index	7/32"	-	-	500	500 Dr.	600 Note 1		
1966	Buick - 401" Eng.	1-15/32"	3/4"	B	7/16"	-	-	2	Index	1-Rich	5/32"	-	-	550	550 Dr.	600 Note 1		
1967	Buick - 340" Eng. All/T w/A.I.R. A/T	1-13/32"	3/4"	A	11/32"	-	-	2	Index	2-Rich	5/32"	-	-	600	600 Dr.	600 Note 1		
1957-60	Cadillac	5/16"	23/32"	A	15/32"	1	.040"	2	.023"	Index	9/32"	23/64"	1/64"	500	450 Dr.	1750		
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	.023"	1-Rich	5/16"	23/64"	1/64"	-	500 Dr.	1700		
1966	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	.022	Index	5/16"	23/64"	1/64"	-	500 Dr.	1700 Note 3		
1958-61	Chevrolet 348" Eng.	7/32"	23/32"	-	31/64"	1	.010"	2	.015"	Index	1/4"	-	1/64"	600	550 Dr.	1700		
1961-65	Chevrolet 409" High Perf. Eng.	7/32"	23/32"	-	33/64"	2	3/16"	2	.025"	Index	1/4"	15/32"	1/64"	700	-	1700		
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	-	33/64"	2	5/64"	2	.015"	Index	1/4"	15/32"	1/64"	600	500 Dr.	1700		
1962-65	Chevrolet 409" Eng. Dual Carb.	7/32"	23/32"	-	33/64"	2	3/32"	2	.015"	Index	1/4"	15/32"	1/64"	-	-	1700		
1960-62	Chris-Craft 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	.030"	Index	1/8"	27/64"	1/64"	700	-	-		
1957-58	Chrysler	7/32"	23/32"	B	7/16"	1	.067"	2	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400		
1959-62	Chrysler	7/32"	23/32"	B	7/16"	-	-	2	.015"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800		
1959&62	Chrysler - Dual Carb. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-		
1960-61	Chrysler-Dual Carb.	7/32"	23/32"	B	7/16"	2	1/8"	2	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1400		
1963	Chrysler-383" Eng. 413" Eng.	9/32"	23/32"	B	27/64"	2	1/8"	2	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800		
1964	Chrysler-413" & Con. 383" Eng.	7/32"	3/4"	B	7/16"	-	-	2	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100		
1963-64	Chrysler 413" Eng. Dual Carb.	7/32"	23/32"	B	7/16"	-	-	2	.020"	2-Rich	3/8"	3/8"	1/64"	500	500 N	2100		
1965-66	Chrysler 383"-413" 426" and 440" Eng.	7/32"	23/32"	B	7/16"	-	-	2	.020"	2-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1		
1966	Chrysler 383"-440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	Manual	29/64"	1/64"	900	-	1400 Note 1			
1966	Chrysler 426" Eng. Front Dual Carb.	7/32"	3/4"	B	7/16"	A/T	7/64"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	3/8"	21/64"	1/64"	650	600 Dr.	1500 Note 2		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	3/8"	21/64"	1/64"	750	-	-		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	1-Rich	1/4"	17/64"	-	750	-	1500 Note 2		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	5/16"	-	-	650	600 Dr.	1400 Note 2		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1		
1967	Chrysler 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	11/32"	-	-	650	650 Dr.	1400 Note 2		
1967	Chrysler 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	5/64"	Index	3/8"	-	-	650	650 Dr.	750 Note 1		
1961-65	Chrysler Marine 8 cyl. M318B, M383, M413	7/32"	23/32"	B	7/16"	-	-	2	.020"	1-Rich	1/4"	13/64"	1/64"	500	-	700 Note 1		
1965	Chrysler Marine M273B Crusader Marine Mark 7-8-9-10	7/32"	23/32"	B	7/16"	-	-	3	1/16"	2-Rich	1/4"	21/64"	1/64"	500	-	700 Note 1		
1965-66	Dart 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	Index	012"	2-Rich	7/32"	21/64"	1/64"	600	600 Dr.	700 Note 1
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	A/T	3/32"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	700	650 Dr.	1550 Note 2		
1967	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	600	600 Dr.	625 Note 1		
1961-64	DeSoto Marine-361" & 390" Eng. 289" Eng.	3/16"	23/32"	A	17/32"	1	5/64"	2	.030"	Index	1/8"	27/64"	1/64"	600	-	-		
1958	DeSoto, Dual Carbs. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-		
1959	DeSoto, Dual Carbs. Front Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	1-Rich	1/4"	23/64"	1/64"	650	-	1450		
1958-61	DeSoto	9/32"	23/32"	B	7/16"	-	-	-	.012"	1-Rich	1/4"	23/64"	1/64"	600	-	1400		
1960-61	DeSoto - Dual Carbs.	7/32"	23/32"	B	7/16"	2	1/8"	2	.020"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800		
1960-61	DeSoto - Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800		
1958	Dodge - Dual Carbs. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-		
1959	Dodge - Dual Carbs. Front Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	1-Rich	1/4"	23/64"	1/64"	650	-	1450		
1958-59	Dodge	9/32"	23/32"	B	7/16"	2	1/8"	2	.012"	1-Rich	1/4"	23/64"	1/64"	550	-	1400		
1960	Dodge S/T	5/16"	23/32"	B	7/16"	2	1/8"	2	.015"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1250		
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	-	-	2	.010"	Index	1/4"	23/64"	1/64"	700	-	1800		
1960-63	Dodge A, T & Police S/T & A/T	7/32"	23/32"	B	7/16"	-	-	2	.020"	1-Rich	3/8"	3/8"	1/64"	500	500 N	2000		
1960-61	Dodge Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800		
1963	Dodge-Dual Carbs. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	-	Manual	-	29/64"	1/64"	900	-	-		
1964	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-		
1964	Dodge-Police-Hi. Perf. & Con.	7/32"	23/32"	P	7/16"	-	-	3	7/32"	1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1		
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1		
1966	Dodge - 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	-	-	3	5/64"	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2		
1965-66	Dodge - Dual Carbs. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-		
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	5/16"	-	-	600	600 Dr.	1400 Note 2		
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1		
1967	Dodge 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	3	5/64"	Index	11/32"	-	-	650	650 Dr.	1400 Note 2		
1967	Dodge 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	5/64"	Index	3/8"	-	-	650	650 Dr.	750 Note 1		
1967	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	1/16"	-	-	17/64"	1/64"	750	-	-		
1967	Dodge 426" Eng. Front Dual Carb w/C.A.P. Rear	5/16"	3/4"	B	7/16"	-	-	3	1/16"	-	-	17/64"	-	750	-	-		
1967-68	Dodge 426" Eng. Dual Carb w/C.A.P. Front Rear	9/32"	3/4"	B	7/16"	-	-	3	1/16"	2-Rich	1/4"	17/64"	-	750	750	1800 Note 2		
1969	Dodge 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2		

\*\* Measure from bottom of S-link in plunger shaft to Bowl cover.

Abbreviations

S/T = Standard Transmission      C.A.P. = Clean Air Package      A/T = Automatic Transmission      A.I.R. = Air Injection Reactor  
 Dr. = Drive      = VAC. Break Adj.      N = Neutral      A.G.P. = Air Guard Package

Note 1 - Fast Idle Screw on Bottom or Low Step of Fast Idle Cam.

ADJUSTMENT DATA

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole Dimen.	Choke Linkage Type	Piston Adj. Dimen.	Fast Idle Linkage Type	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Lever Step 1	Throttle Adj. Step 2	Idle S/T	Slow R.P.M. A/T	Fast Idle R.P.M. Note Ref.
1960-68	Dodge Truck 413" Eng.	7/32"	23/32"	B 33/64"	-	-	-	-	-	-	3/8"	1/64"	500	-	-
1957	Ford 312" Eng.	5/32"	23/32"	B 15/32"	1	.086"	1	.010"	1-Rich	5/64"	-	-	500	500 N	1800
1958	Ford 352" Eng.	5/16"	23/32"	B 15/32"	1	.086"	2	.026"	2-Lean	5/64"	-	-	600	500 Dr.	450 Note 1
1959	Ford 430" Eng.	3/16"	23/32"	A 17/32"	1	.086"	2	.030"	Index	1/8"	15/32"	1/64"	500	500 Dr.	550 Note 1
1960	Ford 430" Eng.	3/16"	23/32"	A 17/32"	2	1/8"	2	.040"	Index	1/8"	25/64"	1/64"	525	450 Dr.	625 Note 1
1965	Imperial 413" Eng.	7/32"	3/4"	B 7/16"	*	7/64"	3	1/16"	2-N-Rich	3/8"	21/64"	1/64"	-	500 N	700 Note 1
1966	Imperial 440" Eng.	7/32"	3/4"	B 7/16"	*	7/64"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	-	500 Dr.	700 Note 1
1966	Imperial 440" Eng. w/C.A.P.	7/32"	3/4"	B 7/16"	*	3/32"	3	5/64"	Index	3/8"	21/64"	1/64"	-	600 Dr.	1500 Note 2
1967	Imperial 440" Eng. w/C.A.P. A/T	5/16"	3/4"	B 7/16"	*	1/8"	3	5/64"	Index	5/16"	-	-	-	650 Dr.	1400 Note 2
1959	Lincoln	3/16"	23/32"	A 17/32"	1	.086"	2	.030"	Index	1/8"	15/32"	1/64"	-	450 Dr.	500 Note 1
1960	Lincoln	3/16"	23/32"	A 17/32"	2	1/8"	2	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1963-65	Lincoln-430" Eng.	3/16"	23/32"	A 17/32"	2	3/32"	2	.026"	1-Rich	1/8"	29/64"	1/64"	-	475 Dr.	650 Note 1
1966	Lincoln - All	3/16"	23/32"	B 15/32"	2	1/8"	2	.026"	1-Rich	1/8"	15/32"	1/64"	(450-525Dr.)	1600 Note 2	
1967	Lincoln Std. 462" Eng. T/E 462" Eng.	3/16"	23/32"	B 15/32"	2	3/32"	2	.026"	1-Rich	1/8"	15/32"	1/64"	-	475	1600 Note 2
1968	Lincoln 462" Eng. w/AC	3/16"	23/32"	A 17/32"	2	7/64"	2	.026"	Index	1/8"	15/32"	1/64"	-	500	1600 Note 2
1957	Mercury	5/32"	23/32"	B 15/32"	1	.086"	1	.010"	1-Rich	5/64"	-	-	500	500 Dr.	1800
1959	Mercury	3/16"	23/32"	A 17/32"	1	.086"	2	.030"	Index	1/8"	15/32"	1/64"	-	450 Dr.	550 Note 1
1960	Mercury	3/16"	23/32"	A 17/32"	2	1/8"	2	.040"	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1958	Plymouth Dual Carbs. Front 350" Eng. Rear	9/32"	23/32"	B 7/16"	-	-	-	-	-	-	-	-	-	-	-
1958-59	Plymouth	7/32"	23/32"	B 7/16"	1	.040"	2	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450
1960-61	Plymouth Dual Carb.	9/32"	23/32"	B 27/64"	2	1/8"	2	.010"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960-62	Plymouth 318"-361" Eng.	9/32"	23/32"	B 7/16"	-	-	2	.020"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1963	Plymouth-Dual Carb. 413" Eng.	9/32"	23/32"	B 7/16"	-	-	-	-	Manual	-	29/64"	1/64"	900	-	1400
1963	Plymouth-383" Eng.	7/32"	23/32"	B 7/16"	-	-	2	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100
1964	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	D 19/32"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1964	Plymouth-Police-Hi. Perf. & Can	7/32"	23/32"	B 7/16"	-	1/8"	3	7/32"	*1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1
1965-66	Plymouth-383"-413"-426" Eng.	7/32"	3/4"	B 7/16"	S/T	7/64"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
1966	Plymouth-383" Eng. w/C.A.P.	7/32"	3/4"	B 7/16"	*	3/32"	3	5/64"	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1965-66	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	C 9/16"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B 7/16"	-	3/32"	3	5/64"	Index	5/16"	-	-	650	600 Dr.	1400 Note 2
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B 7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1
1967	Plymouth 440" Eng. w/C.A.P.	5/16"	3/4"	B 7/16"	*	1/8"	3	5/64"	Index	11/32"	-	-	650	650 Dr.	1400 Note 2
1967	Plymouth 440" Eng. w/C.A.P.	7/32"	3/4"	B 7/16"	S/T	7/32"	3	5/64"	Index	3/8"	-	-	650	650 Dr.	750 Note 1
1967	Plymouth 426" Eng. Dual (4324) Front	9/64"	23/32"	B 7/16"	-	-	3	1/16"	-	-	17/64"	1/64"	750	-	-
1967	Plymouth 426" Eng. Front Dual Carb. w/C.A.P. Rear	5/16"	3/4"	B 7/16"	-	-	-	-	-	-	17/64"	1/64"	750	-	-
1967-68	Plymouth, 426" Eng. Dual Front Carb. w/C.A.P. Rear	9/32"	3/4"	B 7/16"	-	-	3	1/16"	1-Rich	1/4"	-	-	750	750	1500 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B 7/16"	2	1/8"	3	1/16"	2-Rich	1/4"	17/64"	1/64"	750	750	1800 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B 7/16"	2	3/32"	3	5/64"	2-Rich	1/4"	17/64"	1/64"	750	750	2000 Note 2
1957	Pontiac	9/32"	3/4"	-	33/64"	1	.045"	1	.010"	.030"	Index	1/8"	-	450 Dr.	1900
1958-60	Pontiac S/T	9/32"	23/32"	-	33/64"	1	.010"	2	.026"	Index	1/8"	-	500	-	2200
1958-60	Pontiac A/T	11/32"	23/32"	-	33/64"	1	.010"	2	.026"	1-Rich	1/8"	-	500	500 Dr.	2200
1960	Pontiac-Special 3010S Carb.	7/32"	23/32"	-	33/64"	1	.010"	2	.026"	Index	5/32"	-	600	550 Dr.	2200
1961	Pontiac-V8	11/32"	23/32"	A 31/64"	3	Flush	2	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2300
1962-63	Pontiac-V8	11/32"	23/32"	B 31/64"	3	Flush	2	.026"	1-Rich	5/32"	7/16"	1/64"	300	500 Dr.	2500
1964	Pontiac-389"-421" Eng.	3/8"	23/32"	B 31/64"	3	Flush	2	.027"	1-Rich	5/32"	7/16"	1/64"	600	-	2500 Note 3
1965	Pontiac 389"-421" Eng. S/T	11/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1965	389" Eng. Only A/T	9/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Pontiac-421" Eng. Only A/T	11/32"	23/32"	A 33/64"	3	Flush	2	.027"	2-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Pontiac-389"-421" Eng. S/T	11/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600	-	2500 Note 3
1966	& w/A.I.R. A/T	9/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	500 Dr.	2800 Note 3	
1967	Pontiac 400" Eng S/T	13/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600	-	2500 Note 3
1967	400" Eng. w/A.I.R. A/T	11/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	500 Dr.	2800 Note 3	
1967	400" Eng. w/A.I.R. S/T	11/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	700	-	2500 Note 3
1967	400" Eng. w/A.I.R. A/T	9/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600 Dr.	2500 Note 3	
1963	Studebaker	3/8"	23/32"	B 27/64"	-	-	2	.027"	Index	5/32"	7/16"	1/64"	650	-	-
1963	Studebaker-Gran-Turismo	9/32"	23/32"	B 27/64"	-	-	2	.044"	Index	5/32"	7/16"	1/64"	550	-	-
1961	Tempest 4 Cyl.	7/32"	23/32"	-	33/64"	3	Flush	2	.026"	Index	5/32"	-	600	-	-
1963-64	Tempest 326" Eng. All/T	11/32"	23/32"	B 31/64"	3	Flush	2	.026"	1-Rich	5/32"	17/64"	1/64"	500	500 Dr.	2500 Note 3
1965	Tempest 326" Eng. S/T	13/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1965	HO. V8 A/T	11/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Tempest 389" Eng. S/T	11/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1966	GTO-V8 A/T	9/32"	23/32"	A 31/64"	3	Flush	2	.027"	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Tempest 326" Eng. S/T	9/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600	-	2800 Note 3
1966	HO. V8 A/T	13/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	500 Dr.	2500 Note 3	
1966	326" Eng. w/A.I.R. A/T	11/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600 Dr.	2500 Note 3	
1966	Tempest 389" Eng. S/T	11/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	600	-	2500 Note 3
1967	GTO-V8 A/T	9/32"	23/32"	B 35/64"	3	Flush	2	.027"	1-Rich	5/32"	-	-	500 Dr.	2500 Note 3	
1967	Tempest Firebird 326" Eng. S/T w/A.I.R. S/T & A/T	13/32"	23/32"	B 35/64"	3	Flush	2	.031"	1-Rich	5/32"	-	-	600	-	2500 Note 3
1960-61	Valiant - 6 Cyl. S/T	9/32"	23/32"	B 7/16"	-	-	2	.010"	Manual	-	23/64"	1/64"	700	-	1800
1965-66	Valiant 273" Eng.	7/32"	3/4"	B 7/16"	S/T	1/8"	3	5/64"	2-Rich	7/32"	21/64"	1/64"	600	600	700 Note 1
1966	Valiant 273" Eng. w/C.A.P.	7/32"	3/4"	B 7/16"	*	1/8"	3	5/64"	Index	7/32"	21/64"	1/64"	700	650	1550 Note 2
1967	Valiant 273" Eng. w/C.A.P. w/C.A.P.	7/32"	3/4"	B 7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	600	600 Dr.	625 Note 1
1967	Valiant 273" Eng. w/C.A.P.	5/16"	3/4"	B 7/16"	*	1/8"	3	5/64"	Index	1/4"	-	-	700	650 Dr.	1600 Note 2
9000 SERIES MODEL AFB		9/32"	15/16"	C 13/32"	2	7/64"	3	3/64"	2NR	1/4"	11/32"	.020"	-	-	-
HI-PERF CARBS															
4758, 4759		5/16"	23/32"	B 7/16"	-	-	-	-	-	-	11/32"	.020"	-	-	-
4760, 4761, 4762		5/16"	23/32"	A 1/2"	-	-	-	-	-	-	11/32"	.020"	-	-	-

# INSTRUCTION SHEET

## CARTER AUTOMOTIVE 9000 SERIES MODEL AFB

### DISASSEMBLY

The numerical sequence of the exploded view may be used as a guide to disassemble unit far enough to permit cleaning, inspection and installation of kit contents. Notice the holes from which linkage rods are removed so they can be returned to the same locations during reassembly. **CAUTION:** If choke or throttle shaft requires removal, the attaching valve screws are staked over and the staking must be filed off before screws are turned.

### CLEANING

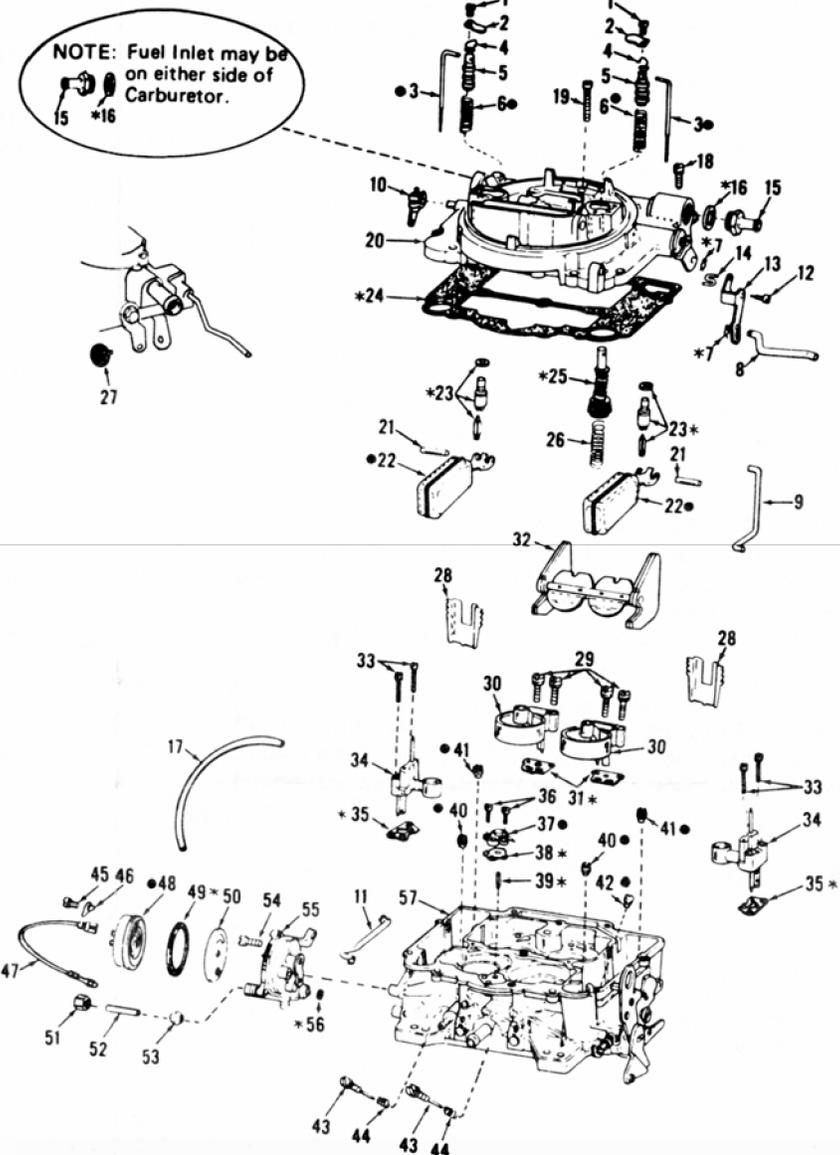
Clean all parts in an approved cleaning solvent. Special attention should be given to carbon deposits in throttle bore and passages. Rinse parts in suitable solvent. Blow out all passages with compressed air. Do not soak leather, rubber or similar material in solvent.

### REASSEMBLY

Reverse the numerical sequence using reference numbers shown in exploded view as a guide and note the following special instructions:

1. Idle mixture screw (43) should be seated lightly and then backed out two turns for the initial setting. Refer to manufacturer's service manual for proper idle and fast idle final adjustment on the engine.
2. Vacuum piston springs (6), vacuum piston (5) and metering rod assemblies (3, 4) should be installed after bowl cover (20) has been attached to body.
3. Mark venturi assemblies (30, 34) before removal so they can be reinstalled in their proper location.
4. Be sure the fuel baffles on the bowl cover slide down in front of baffle plates (28) in fuel bowl.
5. Install open end of "S" link (14) toward choke valve. Link should read "S" from front of carb.
6. When installing bowl cover (20), guide brass bleed tubes on primary venturi through the bowl cover.
7. Apply a light film of lubricant to cup of plunger assembly (25) before installing.
8. After completion of all adjustments, be sure throttle valves move freely from wide open to closed position.

### GENERAL EXPLODED VIEW



### NOMENCLATURE

1. Cover plate screw (2)	22. Float (2)	43. Idle mixture screw (2)
2. Cover plate (2)	23. Needle and seat assembly (2)	44. Idle mixture screw spring (2)
3. Step-up rod (2)	24. Bowl cover gasket (2)	45. Coil housing retainer screw (3)
4. Step-up rod retainer spring (2)	25. Plunger assembly (2)	46. Coil housing retainer (3)
5. Step-up piston (2)	26. Lower plunger spring (2)	47. Choke ground wire (black)
6. Vacuum piston spring (2)	27. Vent valve (2)	48. Coil housing (2)
7. Pin spring (2)	28. Float bowl baffle (2)	49. Coil housing gasket (2)
8. Pump connector rod (2)	29. Secondary venturi assy. screw (4)	50. Baffle plate (2)
9. Fast idle cam connector rod (2)	30. Secondary venturi assembly (2)	51. 1/4" Compression nut (2)
10. Countershaft lever (2)	31. Secondary venturi assy. gasket (2)	52. 1/4" Fresh air choke tube (2)
11. Choke connector rod (2)	32. Auxiliary valves and shaft (2)	53. 1/4" Compression ferrule (2)
12. Pump lever screw (2)	33. Primary venturi assembly screw (4)	54. Piston housing attaching screw (3)
13. Pump lever (2)	34. Primary venturi assembly (2)	55. Piston housing (2)
14. Pump "S" link (2)	35. Primary venturi assembly gasket (2)	56. Piston housing gasket (2)
15. Fuel inlet fitting (2)	36. Pump jet housing screw (2)	57. Throttle body casting (2)
16. Fuel inlet fitting gasket (2)	37. Pump jet housing (2)	
17. 3/16" Fresh air choke hose (2)	38. Pump jet gasket (2)	
18. Bowl cover screw (8)	39. Pump discharge check needle (2)	
19. Bowl cover screw (2)	40. Primary metering jet (2)	
20. Bowl cover (2)	41. Secondary metering jet (2)	
21. Float pin (2)	42. Pump intake check jet (2)	

# ADJUSTMENTS

## FLOAT LEVEL (FIG. 1)

With bowl cover inverted, bowl cover gasket in place, and weight of float seating needle, there should be  $5/16$  inch between top of each float and bowl cover gasket (at outer end.) The sides of floats should be parallel to the outer edge of the bowl cover. To adjust bend float lever. CAUTION! DO NOT PRESS NEEDLE INTO SEAT WHEN ADJUSTING FLOAT LEVER.

## FLOAT DROP (FIG. 2)

With bowl cover held in upright position adjust stop tab on float brackets to obtain  $15/16$  inch between outer end of each float and air horn gasket. To adjust bend tab on float lever.

## PUMP (FIG. 3)

Back out throttle speed screw to allow throttle valves to seat in bores. Install connector rod in bottom hole of pump lever. Adjust rod to obtain  $15/32$  inch (Except 9637 use  $13/32$ ), from top of bowl cover to top of plunger stem as shown.

## CHOKE PISTON LINKAGE (FIG. 4)

Open the choke valve and insert a .026 wire (bend  $90^\circ$   $1/8''$  from end) between top of slot in choke piston cylinder and bottom of the slot in the piston. Hold wire in position and close choke valve by pressing on piston lever (A) until resistance is felt. The dimension (C) should be (9400— $3/64$ ) (9500, 9501, 9510, 9511, 9625, 9635— $7/64$ ) (9626, 9636— $3/32$ ) (9627, 9637— $1/16$ ) inch between the top edge of choke valve and wall of air horn. To adjust, move clamp lever (B—early models) or bend link (D—late models).

## FAST IDLE LINKAGE (FIG. 5)

Place fast idle screw (A) on second step of cam. Move choke valve toward the closed position as far as possible without forcing. The dimension (C) should be  $3/64$  inch (9510, 9635— $1/16$ ) (9626, 9637— $5/64$ ) between the upper edge of choke valve and wall of air horn. To adjust bend rod (D).

## SECONDARY THROTTLE LOCK OUT (FIG. 6)

Crack throttle valves and manually open and close the choke valve. Tang on secondary throttle should freely engage in notch of lock out dog. To adjust bend tang on secondary throttle lever.

## SECONDARY THROTTLE VALVE OPENING (FIG. 7)

Secondary throttle valves should just start to open when there is  $11/32$  inch between primary throttle valve and bore of carburetor as shown to adjust bend rod (A). With primary throttle valves wide open adjust stop tang (B) until secondary valves are  $5^\circ$  before full vertical position.

## SECONDARY THROTTLE VALVE CLOSING (FIG. 8)

With primary and secondary throttle valves tightly closed, there should be .020 clearance between levers as shown. To adjust bend shoe on lever (A).

## UNLOADER (FIG. 9)

With throttle valves open, close choke valve as far as possible without forcing. The dimension (C) between top edge of choke valve and inner wall of air horn should be  $1/4$  inch. To adjust, bend tang (D) on throttle lever.

## ELECTRIC CHOKE SETTING (FIG. 10)

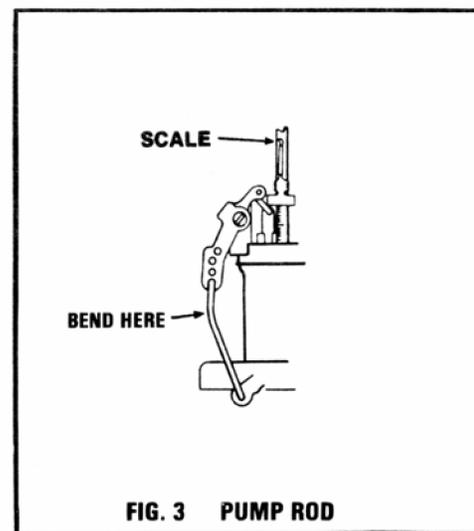
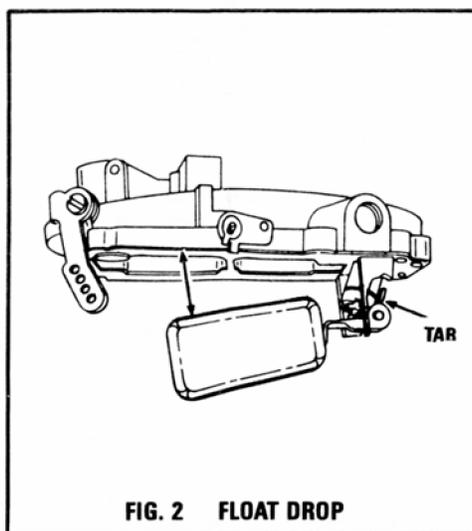
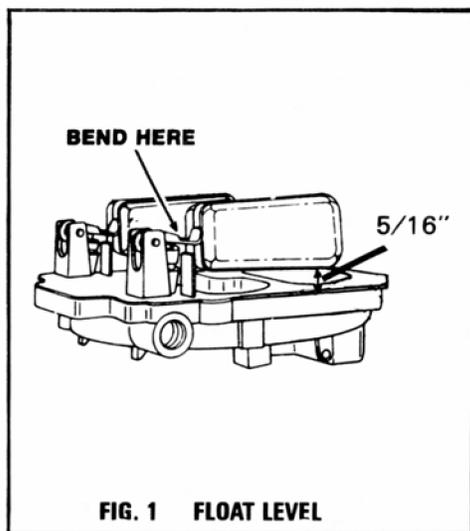
Rotate cover against spring tension until mark on thermostat cover is aligned with index mark on housing. Turn clockwise an additional two notches rich (9627, 9637—3 notches rich) for proper setting.

## BOWL VENT (FIG. 11)

Remove plug (A) from hole in airhorn and insert a narrow ruler. Allow ruler to rest lightly on top of valve. With throttle valves closed and choke open, the dimension from the top of the valve to top of hole in casting should be  $3/4$  inch. To adjust bend valve operating lever (B).

## NEEDLE AND SEAT ASSEMBLY (FIG. 12)

Early AFB's use rubber-tipped needles with solid bodies and a screen at the inlet fitting. Later AFB's use spring-loaded needles and screens fitted to the seat body. Both types are in this kit. Use the one duplicating original parts. Float setting for both styles is  $5/16''$  (+/-  $1/64''$ ).



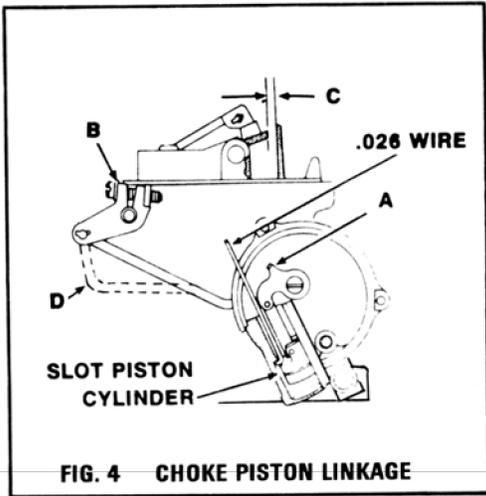


FIG. 4 CHOKE PISTON LINKAGE

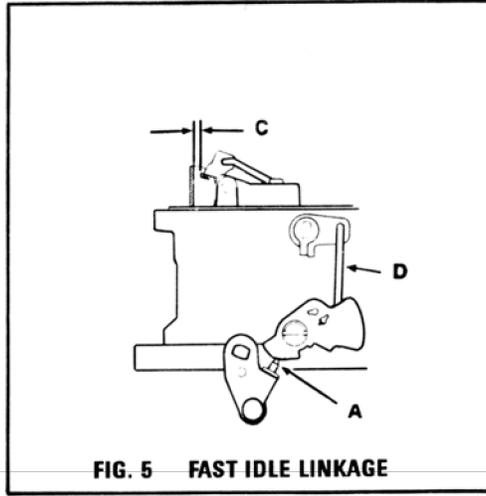


FIG. 5 FAST IDLE LINKAGE

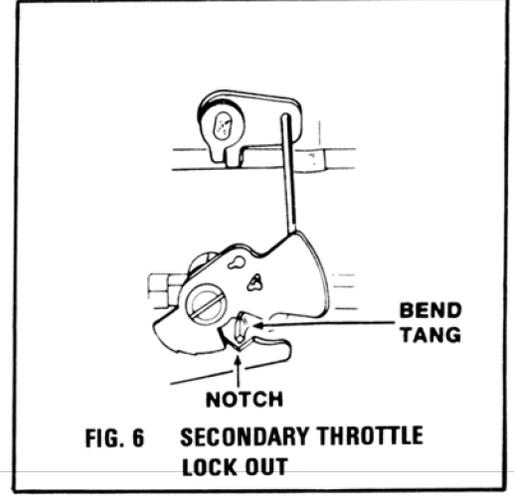


FIG. 6 SECONDARY THROTTLE LOCK OUT

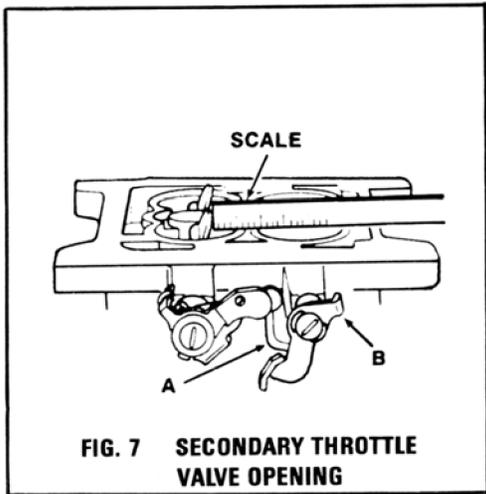


FIG. 7 SECONDARY THROTTLE VALVE OPENING

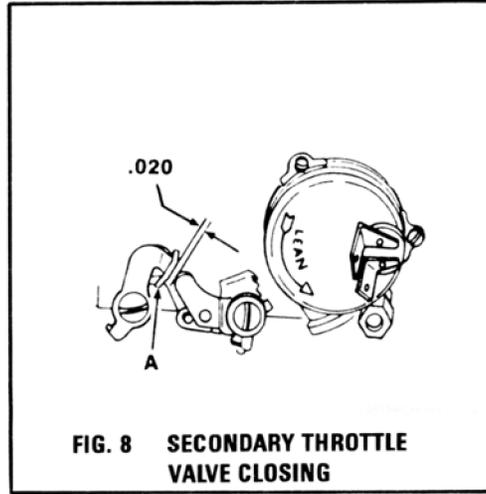


FIG. 8 SECONDARY THROTTLE VALVE CLOSING

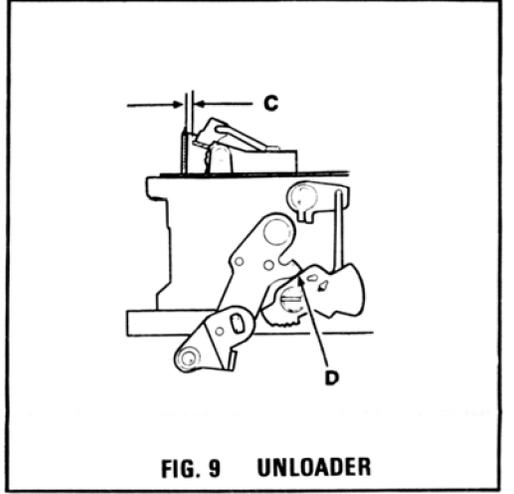


FIG. 9 UNLOADER

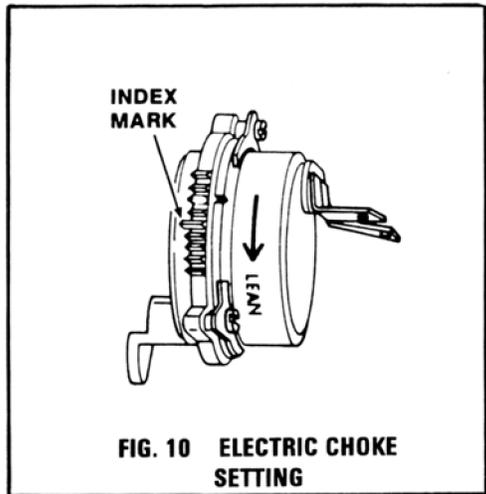


FIG. 10 ELECTRIC CHOKE SETTING

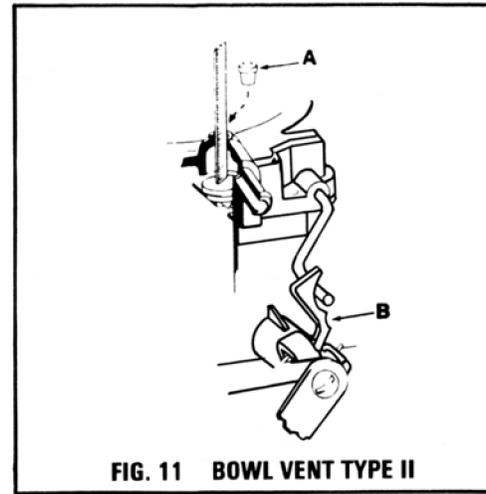


FIG. 11 BOWL VENT TYPE II

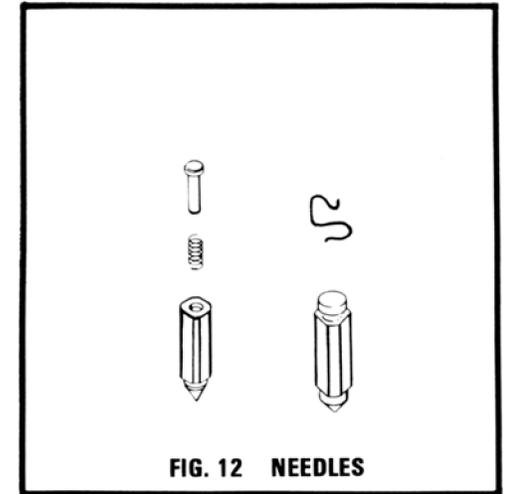
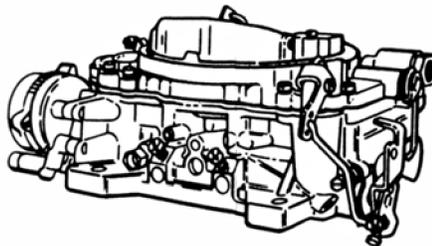


FIG. 12 NEEDLES

**INSTRUCTION SHEET  
OFF VEHICLE CARBURETOR SERVICE  
CARTER MODEL-AFB**

**50-370-3**



**I. DISASSEMBLY.**

a. Disassemble in the order of index numbers on the exploded view drawing on opposite side of sheet. Disassembly need not be carried further than parts exploded on the drawing unless additional parts require replacement.

b. Notice the holes from which linkage rods are removed so they can be returned to the same locations during reassembly.

**II. CLEANING.**

**NOTE:** Do not soak leather, rubber or other parts of this nature in the cleaning solvent.

Soak parts long enough to soften and remove all foreign material. Use a regular carburetor cleaning solvent, lacquer thinner, or 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.

**III. REASSEMBLY.**

Reassemble the carburetor using essentially the reverse order of disassembly. Refer to paragraph I b, when installing linkage rods.

## ADJUSTMENTS

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

With air horn held upside down; air horn gasket and floats in place, measure the distance between edges of floats and gasket surface at outer ends. Refer to Adjustment Data Table for proper gage. Adjust by carefully bending float bracket and make sure that floats are properly aligned to avoid interference in the bowl.

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

With air horn held upright and level, measure at location shown (gasket in place). Adjust to dimension listed in Adjustment Data Table by bending float stop tabs on float bracket.

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

a. Back out throttle stop screw until primary throttle valves seat in bores. The distance from top of pump plunger rod to air horn should be as listed in Adjustment Data Table.

b. Insert rod in lever hole listed in Adjustment Data Table ("a", "b" or "c").

c. Adjust by bending pump rod at location shown in figure 3.

**VII. CHOKE PISTON LINKAGE ADJUSTMENT.**

a. TYPE I (see figure 4). Hold choke valve closed and measure clearance between stop in choke piston housing and choke lever. This distance should be as listed in Adjustment Data Table. To adjust bend choke connector rod, which will be positioned at slightly different locations for some carburetors, or set lever on countershaft if lever has a clamp screw.

b. TYPE II. Keep fast idle cam from touching adjusting screw by blocking throttle approximately half open. With choke valve open place a .026 wire gage (made by bending a .026 diameter wire at a 90° angle 1/8-inch from end) between bottom of slot in piston and top of slot in choke piston cylinder. Holding the .026 wire gage in position, close choke valve until resistance is felt. The distance between top of choke valve and air horn should be the same as given in Adjustment Data Table. To adjust, bend choke connector rod.

c. TYPE III. Keep fast idle cam from touching the adjusting screw by holding throttle open. When holding the choke valve closed, the top of the choke piston should be flush with the top of the piston cylinder. To adjust, bend the choke connector rod.

**VIII. FAST IDLE LINKAGE ADJUSTMENT.** (See figures 5 and 6.)

Methods of performing this adjustment vary between carburetors and car models. The first type of adjustment is made as follows:

a. Hold choke valve closed and fast idle cam against stop on carburetor housing. The clearance between the two levers on end of choke shaft should be as listed in Adjustment Data Table. (See figure 5.) To adjust, bend fast idle rod as shown.

b. The second method is different because of the index mark on fast idle cam. (See figure 6.) When the mark is present, adjust as follows: Hold choke lever closed and make sure that the two levers on end of choke shaft are in contact with each other. Hold parts in this manner and align end of fast idle screw with index mark on fast idle cam. To adjust, bend fast idle rod as shown.

**IX. FAST IDLE VALVE CLEARANCE.** (See figure 7.)

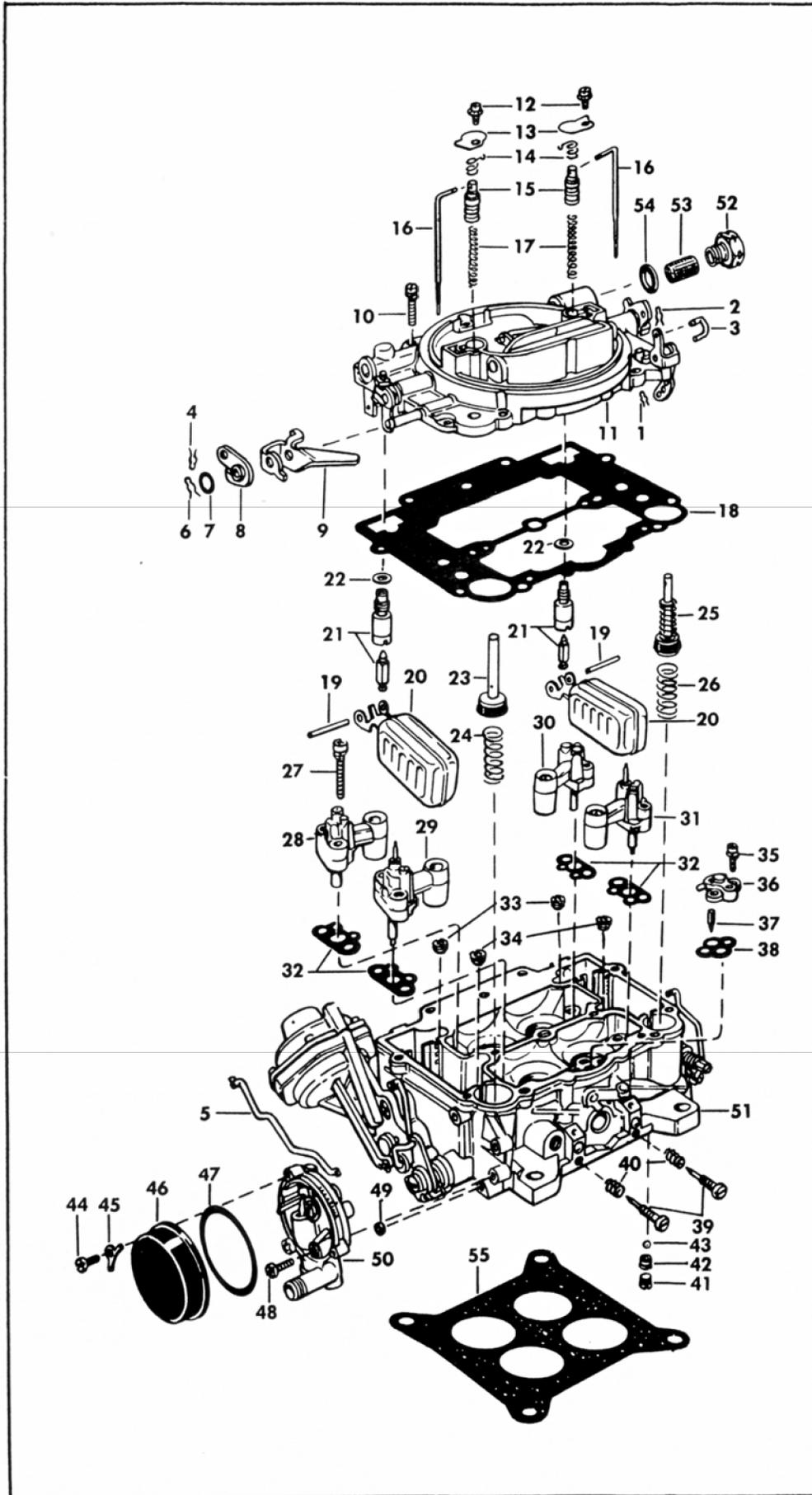
Hold choke valve closed tightly and tighten fast idle adjusting screw until clearance between carburetor bore and edge of throttle valve is as specified in Adjustment Data Table.

**X. UNLOADER ADJUSTMENT.** (See figure 5.)

Open primary throttle valves wide and check clearance between upper edge of choke valve and inner wall of air horn. This distance should be as listed in Adjustment Data Table. To adjust, bend the unloader lip, which can be seen in figure 5.

# GENERAL EXPLODED VIEW

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



REF. NO.	NOMENCLATURE
1	Pin spring
2	Pin spring
3	Pump link
4	Pin spring
5	Choke connector rod
6	Pin spring
7	Dashpot lever washer
8	Outer-dashpot arm
9	Inner-dashpot arm
10	Screw and lock washer assy
11	Air horn assy
12	Screw and lock washer assys
13	Step-up piston covers
14	Step-up rod retaining springs
15	Vacuum pistons
16	Step-up rods
17	Vacuum piston springs
18	Air horn gasket
19	Float pin
20	Float assys
21	Needle and seat assys
22	Needle seat gaskets
23	Dashpot plunger assy
24	Dashpot plunger spring
25	Pump plunger assy
26	Pump return spring
27	Screw and lock washer assy
28	Secondary venturi assy — choke side
29	Primary venturi assy — choke side
30	Secondary venturi assy — pump side
31	Primary venturi assy — pump side
32	Venturi cluster gaskets
33	Secondary metering jets
34	Primary metering jets
35	Screw and lock washer assy
36	Pump jet housing
37	Pump discharge needle
38	Pump jet housing gasket
39	Idle adjusting screws
40	Idle adjusting screw springs
41	Pump intake passage plug
42	Pump intake ball seat
43	Pump intake ball
44	Screw
45	Coil housing retainer
46	Thermostatic coil and housing assy
47	Coil housing gasket
48	Screw
49	Choke piston housing assy
50	Choke piston housing gasket
51	Carburetor body assy
52	Fuel inlet fitting
53	Fuel inlet strainer
54	Fuel inlet fitting gasket
55	Flange gasket

# INSTRUCTION SHEET

## CARTER MODEL AFB CARBURETOR

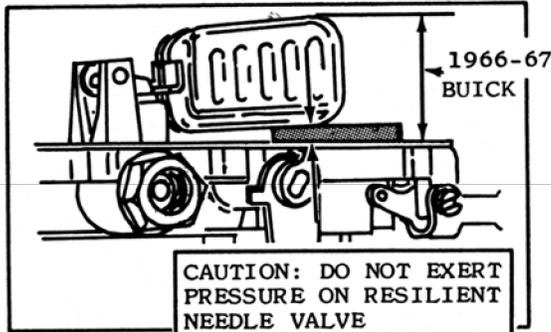
(CONT.)

### XI. AUTOMATIC CHOKE SETTING.

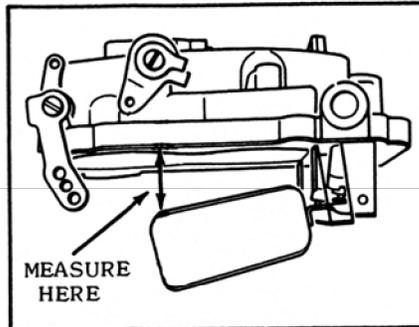
Set automatic choke so that choke valve will close with a light tension in air intake bore with unit at room temperature (70°F to 80°F).

### XII. IDLE ADJUSTMENT. (See figure 8.)

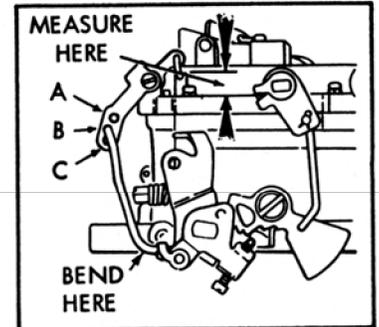
Adjust stop screw (1) to crack valve slightly. Start engine. Adjust mixture screw (2) until engine idles smoothly. Readjust stop screw (1) to idle engine at approximately 450 rpm; then readjust mixture screw (2). (Most high-performance engines idle at 500 rpm.)



FLOAT LEVEL Fig.1



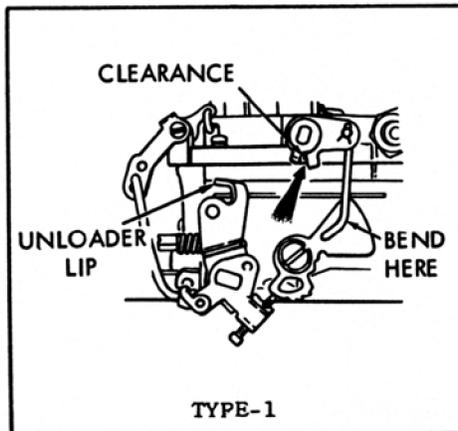
FLOAT DROP Fig.2



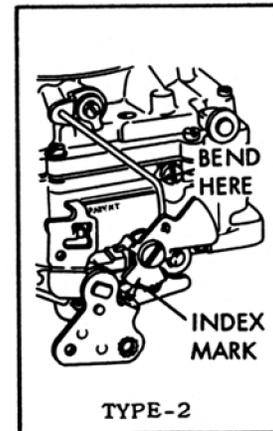
PUMP ADJ. Fig.3



CHOKE PISTON LINKAGE ADJ. Fig.4



TYPE-1 FAST IDLE LINKAGE ADJ. Fig.5

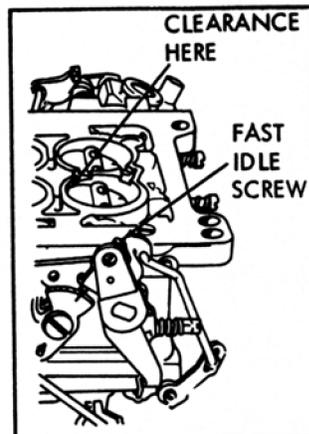


TYPE-2 FAST IDLE LINKAGE ADJ. Fig.6

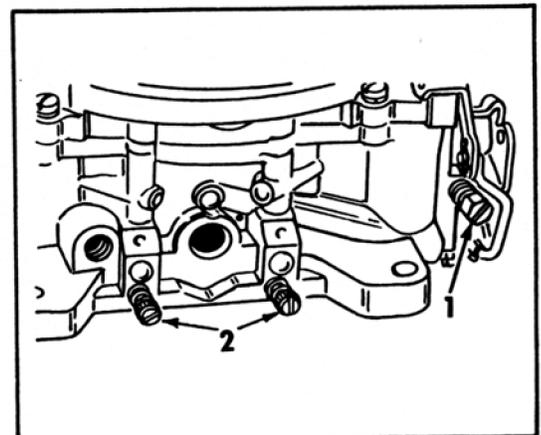
#### TYPE-3

FAST IDLE SCREW ON SECOND STEP AGAINST SHOULDER OF FIRST. HOLDING CHOKE VALVE TOWARD CLOSED POSITION, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

FAST IDLE LINKAGE ADJ.



FAST IDLE ADJ. Fig.7



IDLE ADJ. Fig.8

ADJUSTMENT DATA

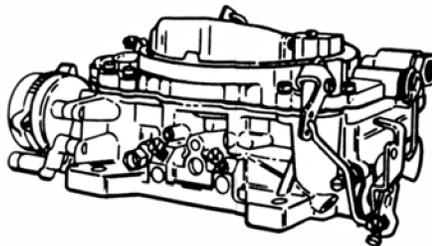
Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole	Choke Dimen.	Piston Linkage Type	Fast Idle Linkage Type	Fast Idle Valve Dimen.	Automatic Choke Setting	Un- Loader Dimen.	Sec. Lever Step 1	Throttle Adi. Step 2	Idle S/T	Slew R.P.M. A/T	Fast Idle R.P.M. Note Ref.			
1967	American Mtrs. 290"-343" Eng. 290"-343" Eng. w/A.G.P.	5/16"	3/4"	B	3/8"	2	1/8"	2	Index	.018"	1-Rich	9/32"	-	600	600 N	2000 Note 3		
1968	American Mtrs. 290"-343" 390" Eng. Carb No. 4467-4583-4622	11/32"	23/32"	B	7/16"	2	7/64"	2	Index	.020"	1-Rich	5/32"	7/16"	1/64"	650	550 Dr.	2000 Note 3	
1967	Barracuda 273" Eng. w/C.A.P. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	-	2-Rich	3/8"	-	600	600	625 Note 1		
1957	Buick	7/32"	23/32"	-	33/64"	1	3/64"	1	.010"	.026"	Index	3/16"	1/64"	500	500 N	1500		
1958-59	Buick	7/32"	23/32"	-	33/64"	1	.010"	2	Index	.020"	1-Rich	3/16"	1/64"	475	475 N	1500		
1960	Buick	7/32"	23/32"	-	1/2"	3	Flush	2	Index	.020"	2-Rich	7/32"	23/64"	1/64"	500	500 N	1500	
1961-63	Buick - 364" - 401" & 425" Eng.	7/32"	23/32"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	525	525 N	650 Note 1	
1964-65	Buick - 400" - 401" & 425" Eng.	1/4"	3/4"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	500	500 Dr.	600 Note 1	
1961-65	Buick - Front & Rear - 425" Eng.	7/32"	23/32"	A	1/2"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	1/64"	550	550 Dr.	650 Note 1	
1965	Buick - 300" Eng.	3/16"	23/32"	B	7/16"	2	3/32"	2	Index	.024"	1-Rich	1/8"	23/64"	1/64"	550	550 Dr.	600 Note 1	
1966	Buick - All 400" Eng.	1-13/32"	3/4"	B	7/16"	2	3/32"	2	Index	-	Index	5/32"	-	550	550 Dr.	600 Note 1		
1966	Buick - All 400" Eng. and S/T-w/A.I.R. 401" Eng.	1-15/32"	3/4"	A	1/2"	2	7/64"	2	Index	-	Index	7/32"	-	500	500 Dr.	600 Note 1		
1966	Buick - 401" Eng.	1-15/32"	3/4"	B	7/16"	-	-	2	Index	-	1-Rich	5/32"	-	550	550 Dr.	600 Note 1		
1967	Buick - 340" Eng. All/T w/A.I.R. A/T	1-13/32"	3/4"	A	11/32"	-	-	2	Index	-	2-Rich	5/32"	-	600	600	600 Note 1		
1957-60	Cadillac	5/16"	23/32"	A	15/32"	1	.040"	2	Index	.023"	Index	9/32"	23/64"	1/64"	500	450 Dr.	1750	
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.023"	1-Rich	5/16"	23/64"	1/64"	-	500	Dr.	1700
1966	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.022	Index	5/16"	23/64"	1/64"	-	500	Dr.	1700 Note 3
1958-61	Chevrolet 348" Eng.	7/32"	23/32"	-	31/64"	1	.010"	2	Index	.015"	Index	1/4"	-	1/64"	600	550 Dr.	1700	
1961-65	Chevrolet 409" High Perf. Eng.	7/32"	23/32"	-	33/64"	2	3/16"	2	Index	.025"	Index	1/4"	15/32"	1/64"	700	-	1700	
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	-	33/64"	2	5/64"	2	Index	.015"	Index	1/4"	15/32"	1/64"	600	500 Dr.	1700	
1962-65	Chevrolet 409" Eng. Dual Carb.	7/32"	23/32"	-	33/64"	2	3/32"	2	Index	.015"	Index	1/4"	15/32"	1/64"	-	-	1700	
1960-62	Chris-Craft 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	27/64"	1/64"	700	-	-	
1957-58	Chrysler	7/32"	23/32"	B	7/16"	1	.067"	2	Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400	
1959-62	Chrysler	7/32"	23/32"	B	7/16"	-	-	2	Index	.015"	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800	
1959&62	Chrysler - Dual Carb. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-	
1960-61	Chrysler-Dual Carb.	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1400	
1963	Chrysler-383" Eng. 413" Eng.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800	
1964	Chrysler-413" & Con. 383" Eng.	7/32"	3/4"	B	7/16"	-	-	2	Index	.020"	Index	3/8"	3/8"	1/64"	500	500 N	2100	
1963-64	Chrysler 413" Eng. Dual Carb.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	2-Rich	3/8"	3/8"	1/64"	500	500 N	2100	
1965-66	Chrysler 383"-413" 426" and 440" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	Manual	21/64"	1/64"	500	-	700 Note 1		
1966	Chrysler 383"-440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	-	2-Rich	3/8"	21/64"	1/64"	900	500 Dr.	700 Note 1	
1966	Chrysler 426" Eng. Front Dual Carb.	5/16"	3/4"	B	7/16"	-	-	-	-	-	Index	3/8"	21/64"	1/64"	650	600 Dr.	1500 Note 2	
1966	Chrysler 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	-	-	-	-	-	Index	3/8"	17/64"	1/64"	750	-	-	
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030"	1-Rich	1/4"	17/64"	-	750	-	1500 Note 2	
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	3	3/32"	3	5/64"	-	Index	5/16"	-	650	600 Dr.	1400 Note 2		
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	-	2-Rich	3/8"	-	500	500 Dr.	700 Note 1		
1967	Chrysler 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	A/T	7/64"	3	5/64"	-	Index	11/32"	-	650	650 Dr.	1400 Note 2		
1967	Chrysler 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	5/64"	-	Index	3/8"	-	650	650 Dr.	750 Note 1		
1961-65	Chrysler Marine 8 cyl. M318B, M383, M413	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	1/4"	13/64"	1/64"	500	-	700 Note 1	
1965	Chrysler Marine M273B Crusader Marine Mark 7-8-9-10	7/32"	23/32"	B	7/16"	-	-	3	1/16"	.020"	2-Rich	1/4"	21/64"	1/64"	500	-	700 Note 1	
1965-66	Dart 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	.020"	2-Rich	7/32"	21/64"	1/64"	600	600 Dr.	700 Note 1	
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	A/T	3/32"	3	5/64"	-	Index	7/32"	21/64"	1/64"	700	650 Dr.	1550 Note 2	
1967	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	-	2-Rich	3/8"	21/64"	1/64"	600	600 Dr.	625 Note 1	
1961-64	DeSoto Marine-361" & 390" Eng. 289" Eng.	3/16"	23/32"	A	17/32"	1	5/64"	2	Index	.030"	Index	1/8"	27/64"	1/64"	600	-	-	
1958	DeSoto, Dual Carbs. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-	
1959	DeSoto, Dual Carbs. Front Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450	
1958-61	DeSoto	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-	
1960-61	DeSoto - Dual Carbs.	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	600	-	1400	
1958-61	DeSoto	9/32"	23/32"	B	7/16"	-	-	-	-	-	2-Rich	1/4"	3/8"	1/64"	500	500 N	1800	
1960-61	DeSoto - Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800	
1958	Dodge - Dual Carbs. Front Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-	-	
1959	Dodge - Dual Carbs. Front Rear	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450	
1958-59	Dodge	9/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	1/64"	550	-	1400	
1960	Dodge S/T	5/16"	23/32"	B	7/16"	2	1/8"	2	Index	.015"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1250	
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	-	-	-	-	-	Manual	23/64"	1/64"	700	-	1800		
1960-63	Dodge A, T & Police S/T & A/T	7/32"	23/32"	B	7/16"	-	-	-	-	-	Index	3/8"	3/8"	1/64"	500	500 N	2000	
1960-61	Dodge Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	1/64"	500	-	1800	
1963	Dodge-Dual Carbs. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	-	-	Manual	-	29/64"	1/64"	900	-	-	
1964	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-	
1964	Dodge-Police-Hi. Perf. & Con.	7/32"	23/32"	P	7/16"	-	-	-	-	-	1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1	
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	.020"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1	
1966	Dodge - 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	A/T	7/64"	3	5/64"	-	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2	
1965-66	Dodge - Dual Carbs. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-	
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	-	-	-	Index	5/16"	-	650	600 Dr.	1400 Note 2		
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	-	2-Rich	3/8"	-	500	500 Dr.	700 Note 1		
1967	Dodge 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	A/T	7/64"	3	5/64"	-	Index	11/32"	-	650	650 Dr.	1400 Note 2		
1967	Dodge 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	5/64"	-	Index	3/8"	-	650	650 Dr.	750 Note 1		
1957	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	1/16"	-	-	-	17/64"	1/64"	750	-	-	
1967	Dodge 426" Eng. Front Dual Carb w/C.A.P. Rear	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	-	17/64"	-	750	-	-	
1967-68	Dodge 426" Eng. Dual Carb w/C.A.P.	9/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	.030	1-Rich	1/4"	17/64"	-	750	750	1800 Note 2	
1969	Dodge 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	-	2-Rich	1/4"	17/64"					

**ADJUSTMENT DATA**

Year	Make	Float Level Pri./Sec.	Float Drop	Pump Adj. Hole	Piston Linkage Dimen.	Choke Linkage Type	Piston Linkage Dimen.	Fast Idle Linkage Type	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Lever Step 1	Throttle Adj. Step 2	Idle S/T	Slow R.P.M. A/T	Fast Idle R.P.M. Note Ref.
1960-68	Dodge Truck 413" Eng.	7/32"	23/32"	B	33/64"	-	-	-	-	-	-	3/8"	1/64"	500	-	-
1957	Ford 312" Eng.	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	1-Rich	5/64"	-	-	500	500 N	1800
1958	Ford 352" Eng.	5/16"	23/32"	B	15/32"	1	.086"	2	Index	2-Lean	5/64"	-	-	600	500 Dr.	650 Note 1
1959	Ford 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	Index	1/8"	15/32"	1/64"	500	500 Dr.	650 Note 1
1960	Ford 430" Eng.	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	Index	1/8"	25/64"	1/64"	525	500 Dr.	625 Note 1
1965	Imperial 413" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	1/16"	2-N-Rich	3/8"	21/64"	1/64"	-	500 N	700 Note 1
1966	Imperial 440" Eng.	7/32"	3/4"	B	7/16"	*	7/64"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	-	500 Dr.	700 Note 1
1966	Imperial 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	Index	3/8"	21/64"	1/64"	-	600 Dr.	1500 Note 2
1967	Imperial 440" Eng. w/C.A.P. A/T	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	Index	5/16"	-	-	-	650 Dr.	1400 Note 2
1959	Lincoln	3/16"	23/32"	A	17/32"	1	.086"	2	Index	Index	1/8"	15/32"	1/64"	-	450 Dr.	500 Note 1
1960	Lincoln	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1963-65	Lincoln-430" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	1-Rich	1/8"	29/64"	1/64"	-	475 Dr.	650 Note 1
1966	Lincoln - All	3/16"	23/32"	B	15/32"	2	1/8"	2	Index	1-Rich	1/8"	15/32"	1/64"	(450-525 Dr.)	1600 Note 2	
1967	Lincoln Std. 462" Eng.	3/16"	23/32"	B	15/32"	2	3/32"	2	Index	1-Rich	1/8"	15/32"	1/64"	-	475	1600 Note 2
	T/E 462" Eng.	3/16"	23/32"	A	17/32"	2	3/32"	2	Index	Index	1/8"	15/32"	1/64"	-	500	1600 Note 2
1968	Lincoln 462" Eng. w/AC	3/16"	23/32"	A	17/32"	2	7/64"	2	Index	1-Lean	1/8"	15/32"	1/64"	-	500 Dr.	1600 Note 2
1957	Mercury	5/32"	23/32"	B	15/32"	1	.086"	1	.010"	1-Rich	5/64"	-	-	500	500 Dr.	1800
1959	Mercury	3/16"	23/32"	A	17/32"	1	.086"	2	Index	Index	1/8"	15/32"	1/64"	-	450 Dr.	550 Note 1
1960	Mercury	3/16"	23/32"	A	17/32"	2	1/8"	2	Index	Index	1/8"	25/64"	1/64"	525	475 Dr.	625 Note 1
1958	Plymouth Dual Carbs. Front 350" Eng. Rear	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-	-
1958-59	Plymouth	7/32"	23/32"	B	7/16"	1	.040"	2	Index	1-Rich	1/4"	23/64"	1/64"	-	650	1450
1960-61	Plymouth Dual Carb.	9/32"	23/32"	B	7/16"	-	-	2	Index	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960-62	Plymouth 318"-361" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	1-Rich	1/4"	29/64"	1/64"	500	500 N	1800
1963	Plymouth-Dual Carb. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	2	Index	Manual	29/64"	1/64"	900	500 N	1800
1963	Plymouth-383" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	Index	3/8"	3/8"	1/64"	500	500 N	2100
1964	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1964	Plymouth-Police-Hi. Perf. & Can	7/32"	23/32"	B	7/16"	-	1/8"	3	7/32"	*1-Rich	3/8"	21/64"	1/64"	500	-	700 Note 1
1965-66	Plymouth-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	7/64"	3	5/64"	2-Rich	3/8"	21/64"	1/64"	500	500 Dr.	700 Note 1
1966	Plymouth-383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	3/32"	3	5/64"	Index	7/32"	21/64"	1/64"	650	600 Dr.	1500 Note 2
1965-66	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	Manual	-	23/32"	1/64"	900	-	-
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	3/32"	3	5/64"	Index	5/16"	-	-	650	600 Dr.	1400 Note 2
1967	Plymouth 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	500	500 Dr.	700 Note 1
1967	Plymouth 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	Index	11/32"	-	-	650	650 Dr.	1400 Note 2
1967	Plymouth 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	5/64"	Index	3/8"	-	-	650	650 Dr.	750 Note 1
1967	Plymouth 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	1/16"	-	-	17/64"	1/64"	750	-	-
1967	Plymouth 426" Eng. Front Dual Carb. w/C.A.P. Rear	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	17/64"	1/64"	750	-	-
1967-68	Plymouth, 426" Eng. Dual Front Carb. w/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	1/16"	1-Rich	1/4"	-	-	750	750	1500 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	2-Rich	1/4"	17/64"	1/64"	750	750 N	1800 Note 2
1969	Plymouth 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	5/64"	2-Rich	1/4"	17/64"	1/64"	750	750 N	2000 Note 2
1957	Pontiac	9/32"	3/4"	-	33/64"	1	.045"	1	.010"	Index	1/8"	-	1/64"	-	450 Dr.	1900
1958-60	Pontiac S/T	9/32"	23/32"	-	33/64"	1	.010"	2	Index	Index	1/8"	-	1/64"	500	-	2200
1958-60	Pontiac A/T	11/32"	23/32"	-	33/64"	1	.010"	2	Index	1-Rich	1/8"	-	1/64"	-	500 Dr.	2300
1960	Pontiac-Special 3010S Carb.	7/32"	23/32"	-	33/64"	1	.010"	2	Index	Index	5/32"	-	1/64"	600	550 Dr.	-
1961	Pontiac-V8	11/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2200
1962-63	Pontiac-V8	11/32"	23/32"	B	31/64"	3	Flush	2	Index	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2300
1964	Pontiac-389"-421" Eng.	3/8"	23/32"	B	31/64"	3	Flush	2	Index	1-Rich	5/32"	7/16"	1/64"	300	500 Dr.	2500
1965	Pontiac 389"-421" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	389" Eng. Only A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Pontiac-421" Eng. Only A/T	11/32"	23/32"	A	33/64"	3	Flush	2	Index	2-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Pontiac-389"-421" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	2500 Note 3
	& w/A.I.R. A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	500 Dr.	2800 Note 3	
1967	Pontiac 400" Eng S/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	2500 Note 3
	400" Eng. w/A.I.R. A/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	500 Dr.	2800 Note 3	
	400" Eng. w/A.I.R. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	700	-	2500 Note 3
	400" Eng. w/A.I.R. A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600 Dr.	2500 Note 3	
1963	Studebaker	3/8"	23/32"	B	27/64"	-	-	2	Index	Index	5/32"	7/16"	1/64"	650	-	-
1963	Studebaker-Gran-Turismo	9/32"	23/32"	B	27/64"	-	-	2	Index	Index	5/32"	7/16"	1/64"	550	-	-
1961	Tempest 4 Cyl.	7/32"	23/32"	-	33/64"	3	Flush	2	Index	Index	5/32"	-	1/64"	600	-	-
1963-64	Tempest 326" Eng. All/T	11/32"	23/32"	B	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	500	500 Dr.	2500 Note 3
1965	Tempest 326" Eng. S/T	13/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	HO. V8 A/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1965	Tempest 389" Eng. S/T	11/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
	GTO-V8 A/T	9/32"	23/32"	A	31/64"	3	Flush	2	Index	1-Rich	5/32"	17/64"	1/64"	-	500 Dr.	2500 Note 3
1966	Tempest 326" Eng. HO. V8 A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	2800 Note 3
	326" Eng. w/A.I.R. A/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	500 Dr.	2500 Note 3	
1966	Tempest 389" Eng. S/T	11/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	400 Dr.
	GTO-V8 A/T	9/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	2500 Note 3
1967	Tempest Firebird 326" Eng. S/T w/A.I.R. S/T & A/T	13/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	600	-	2500 Note 3
		11/32"	23/32"	B	35/64"	3	Flush	2	Index	1-Rich	5/32"	-	-	700	550 Dr.	2500 Note 3
1960-61	Valiant - 6 Cyl. S/T	9/32"	23/32"	B	7/16"	-	-	2	Index	Manual	-	23/64"	1/64"	700	-	1800
1965-66	Valiant 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	7/32"	21/64"	1/64"	600	600	700 Note 1
1966	Valiant 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	*	1/8"	3	5/64"	Index	7/32"	21/64"	1/64"	700	650	1550 Note 2
1967	Valiant 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	5/64"	2-Rich	3/8"	-	-	600	600 Dr.	625 Note 1
	w/C.A.P.	5/16"	3/4"	B	7/16"	*	1/8"	3	5/64"	Index	1/4"	-	-	700	650 Dr.	1600 Note 2
9000 SERIES MODEL AFB		9/32"	15/16"	C	13/32"	2	7/64"	3	3/64"	2NR	1/4"	11/32"	020"	-	-	

**INSTRUCTION SHEET  
OFF VEHICLE CARBURETOR SERVICE  
CARTER MODEL-AFB**

**50-370-3**



**I. DISASSEMBLY.**

a. Disassemble in the order of index numbers on the exploded view drawing on opposite side of sheet. Disassembly need not be carried further than parts exploded on the drawing unless additional parts require replacement.

b. Notice the holes from which linkage rods are removed so they can be returned to the same locations during reassembly.

**II. CLEANING.**

**NOTE:** Do not soak leather, rubber or other parts of this nature in the cleaning solvent.

Soak parts long enough to soften and remove all foreign material. Use a regular carburetor cleaning solvent, lacquer thinner, or 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.

**III. REASSEMBLY.**

Reassemble the carburetor using essentially the reverse order of disassembly. Refer to paragraph I b, when installing linkage rods.

## ADJUSTMENTS

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

With air horn held upside down; air horn gasket and floats in place, measure the distance between edges of floats and gasket surface at outer ends. Refer to Adjustment Data Table for proper gage. Adjust by carefully bending float bracket and make sure that floats are properly aligned to avoid interference in the bowl.

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

With air horn held upright and level, measure at location shown (gasket in place). Adjust to dimension listed in Adjustment Data Table by bending float stop tabs on float bracket.

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

a. Back out throttle stop screw until primary throttle valves seat in bores. The distance from top of pump plunger rod to air horn should be as listed in Adjustment Data Table.

b. Insert rod in lever hole listed in Adjustment Data Table ("a", "b" or "c").

c. Adjust by bending pump rod at location shown in figure 3.

**VII. CHOKE PISTON LINKAGE ADJUSTMENT.**

a. TYPE I (see figure 4). Hold choke valve closed and measure clearance between stop in choke piston housing and choke lever. This distance should be as listed in Adjustment Data Table. To adjust bend choke connector rod, which will be positioned at slightly different locations for some carburetors, or set lever on countershaft if lever has a clamp screw.

b. TYPE II. Keep fast idle cam from touching adjusting screw by blocking throttle approximately half open. With choke valve open place a .026 wire gage (made by bending a .026 diameter wire at a 90° angle 1/8-inch from end) between bottom of slot in piston and top of slot in choke piston cylinder. Holding the .026 wire gage in position, close choke valve until resistance is felt. The distance between top of choke valve and air horn should be the same as given in Adjustment Data Table. To adjust, bend choke connector rod.

c. TYPE III. Keep fast idle cam from touching the adjusting screw by holding throttle open. When holding the choke valve closed, the top of the choke piston should be flush with the top of the piston cylinder. To adjust, bend the choke connector rod.

**VIII. FAST IDLE LINKAGE ADJUSTMENT.** (See figures 5 and 6.)

Methods of performing this adjustment vary between carburetors and car models. The first type of adjustment is made as follows:

a. Hold choke valve closed and fast idle cam against stop on carburetor housing. The clearance between the two levers on end of choke shaft should be as listed in Adjustment Data Table. (See figure 5.) To adjust, bend fast idle rod as shown.

b. The second method is different because of the index mark on fast idle cam. (See figure 6.) When the mark is present, adjust as follows: Hold choke lever closed and make sure that the two levers on end of choke shaft are in contact with each other. Hold parts in this manner and align end of fast idle screw with index mark on fast idle cam. To adjust, bend fast idle rod as shown.

**IX. FAST IDLE VALVE CLEARANCE.** (See figure 7.)

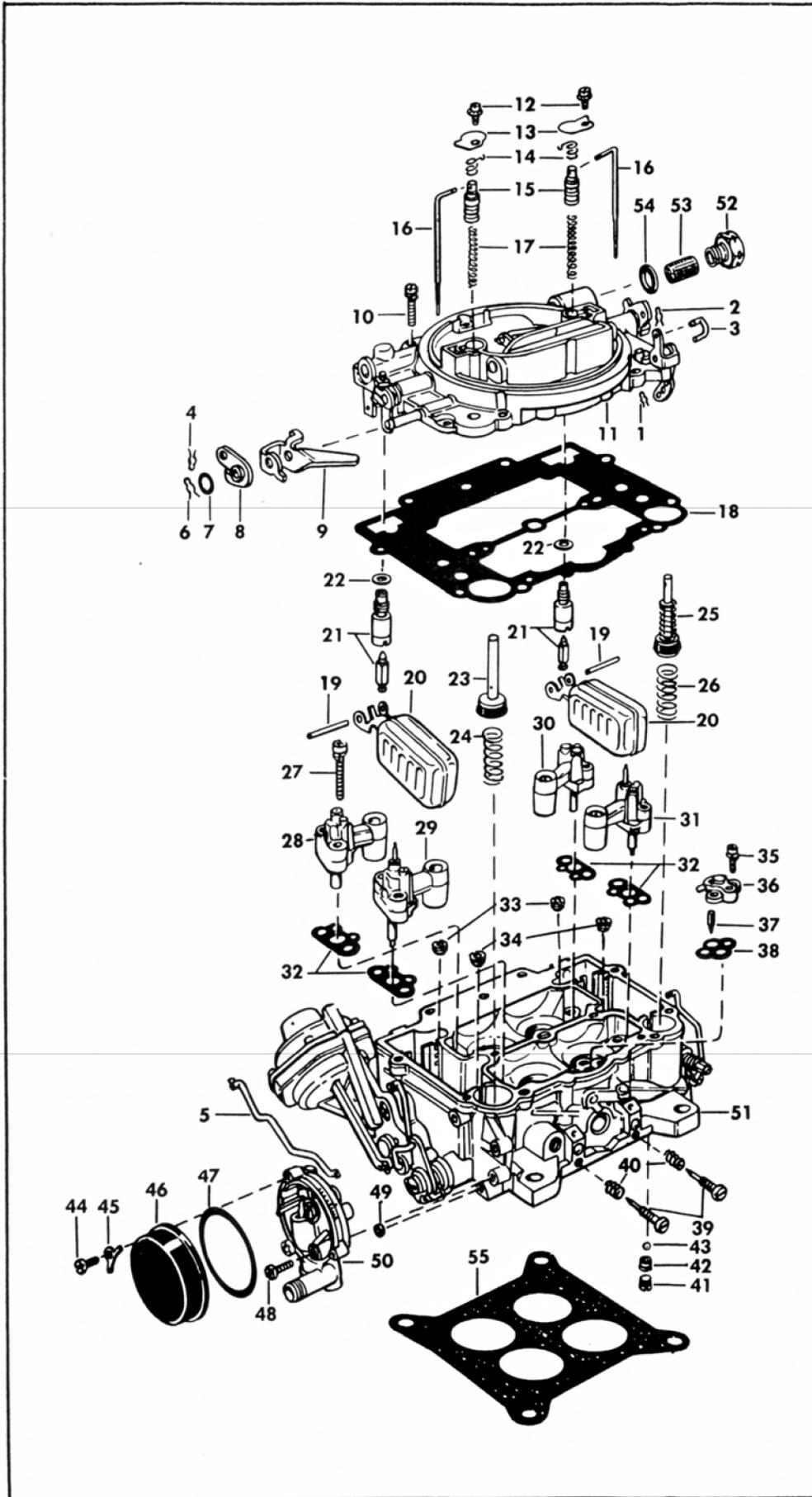
Hold choke valve closed tightly and tighten fast idle adjusting screw until clearance between carburetor bore and edge of throttle valve is as specified in Adjustment Data Table.

**X. UNLOADER ADJUSTMENT.** (See figure 5.)

Open primary throttle valves wide and check clearance between upper edge of choke valve and inner wall of air horn. This distance should be as listed in Adjustment Data Table. To adjust, bend the unloader lip, which can be seen in figure 5.

# GENERAL EXPLODED VIEW

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



REF. NO.	NOMENCLATURE
1	Pin spring
2	Pin spring
3	Pump link
4	Pin spring
5	Choke connector rod
6	Pin spring
7	Dashpot lever washer
8	Outer-dashpot arm
9	Inner-dashpot arm
10	Screw and lock washer assy
11	Air horn assy
12	Screw and lock washer assys
13	Step-up piston covers
14	Step-up rod retaining springs
15	Vacuum pistons
16	Step-up rods
17	Vacuum piston springs
18	Air horn gasket
19	Float pin
20	Float assys
21	Needle and seat assys
22	Needle seat gaskets
23	Dashpot plunger assy
24	Dashpot plunger spring
25	Pump plunger assy
26	Pump return spring
27	Screw and lock washer assy
28	Secondary venturi assy - choke side
29	Primary venturi assy - choke side
30	Secondary venturi assy - pump side
31	Primary venturi assy - pump side
32	Venturi cluster gaskets
33	Secondary metering jets
34	Primary metering jets
35	Screw and lock washer assy
36	Pump jet housing
37	Pump discharge needle
38	Pump jet housing gasket
39	Idle adjusting screws
40	Idle adjusting screw springs
41	Pump intake passage plug
42	Pump intake ball seat
43	Pump intake ball
44	Screw
45	Coil housing retainer
46	Thermostatic coil and housing assy
47	Coil housing gasket
48	Screw
49	Choke piston housing assy
50	Choke piston housing gasket
51	Carburetor body assy
52	Fuel inlet fitting
53	Fuel inlet strainer
54	Fuel inlet fitting gasket
55	Flange gasket

# INSTRUCTION SHEET

## CARTER MODEL AFB CARBURETOR

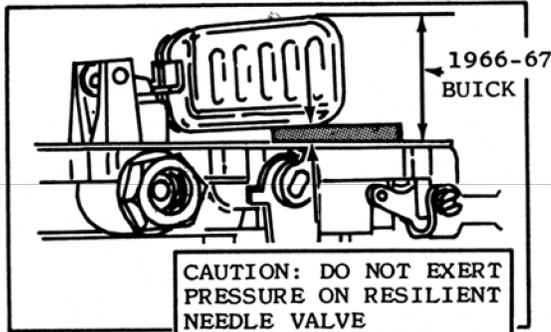
(CONT.)

### XI. AUTOMATIC CHOKE SETTING.

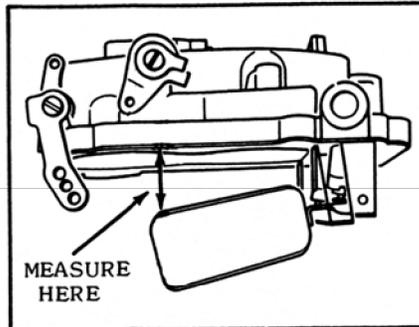
Set automatic choke so that choke valve will close with a light tension in air intake bore with unit at room temperature (70°F to 80°F).

### XII. IDLE ADJUSTMENT. (See figure 8.)

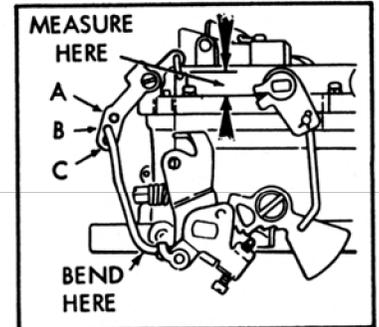
Adjust stop screw (1) to crack valve slightly. Start engine. Adjust mixture screw (2) until engine idles smoothly. Readjust stop screw (1) to idle engine at approximately 450 rpm; then readjust mixture screw (2). (Most high-performance engines idle at 500 rpm.)



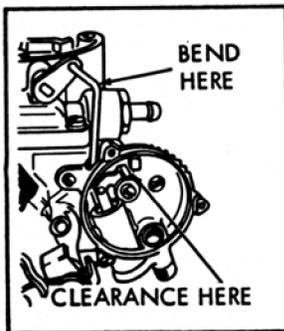
FLOAT LEVEL Fig.1



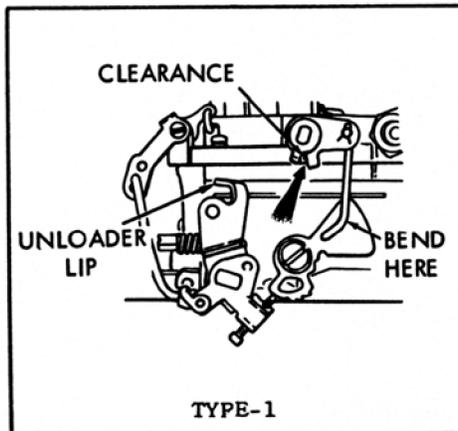
FLOAT DROP Fig.2



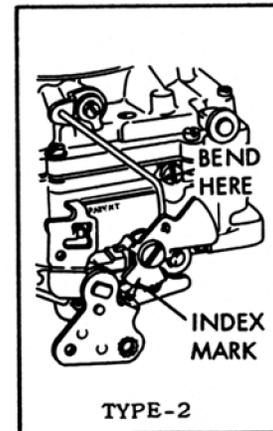
PUMP ADJ. Fig.3



CHOKE PISTON LINKAGE ADJ. Fig.4



TYPE-1 FAST IDLE LINKAGE ADJ. Fig.5

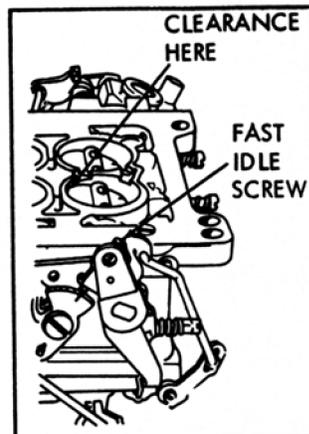


TYPE-2 FAST IDLE LINKAGE ADJ. Fig.6

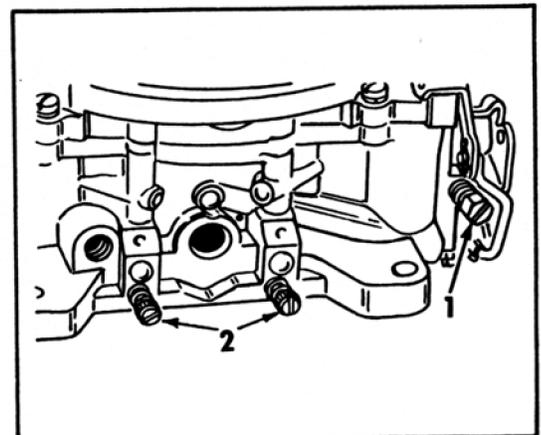
#### TYPE-3

FAST IDLE SCREW ON SECOND STEP AGAINST SHOULDER OF FIRST. HOLDING CHOKE VALVE TOWARD CLOSED POSITION, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

FAST IDLE LINKAGE ADJ.



FAST IDLE ADJ. Fig.7



IDLE ADJ. Fig.8

ADJUSTMENT DATA

Year	Make	Float Level Pri.-Sec.	Float Drop	Pump Adj. Hole Dimen.	Choke Piston Linkage Adj. Type Dimen.	Fast Idle Linkage Adj. Type Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un- Loader Dimen.	Sec. Throttle Lever Step 1	Throttle Adj. Step 2	Idle S/T	Slow R.P.M. A/T	Fast Idle R.P.M. Note Ref.	
1967	American Mtrs. 290"-343" Eng.	5/16"	3/4"	B	3/8"***	2	1/8"	2	Index	.018"	1-Rich	9/32"	-	600	2000 Note 3
1968	American Mtrs. 290"-343" Eng. w/A.G.P.	5/16"	3/4"	B	3/8"***	2	3/32"	2	Index	.018"	1-Rich	5/32"	-	600	1400 Note 2
1968	American Mtrs. 290"-343" Eng. Carb No. 4467-4583-4622	11/32"	23/32"	B	7/16"	2	7/64"	2	Index	.020"	1-Rich	5/32"	7/16"	650	2000 Note 3
1967	Barracuda 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	2	1/8"	3	Index	.020"	2-Rich	5/32"	7/16"	650	625 Note 1
1967	Barracuda 273" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	2	1/8"	3	Index	.020"	2-Rich	5/32"	7/16"	700	1600 Note 2
1957	Buick	7/32"	23/32"	-	33/64"	1	3/64"	1	.010"	.026"	Index	3/16"	-	500	500 N
1958-59	Buick	7/32"	23/32"	-	33/64"	1	.010"	2	Index	.020"	1-Rich	3/16"	-	475	475 N
1960	Buick	7/32"	23/32"	-	1/2"	3	Flush	2	Index	.020"	2-Rich	7/32"	23/64"	500	500 N
1961-63	Buick-364"-401" & 425" Eng.	7/32"	23/32"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	525	525 N
1964-65	Buick-400"-401" & 425" Eng.	1/4"	3/4"	B	7/16"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	500	500 Dr.
1961-65	Buick-Front & Rear-425" Eng.	7/32"	23/32"	A	1/2"	2	3/32"	2	Index	.030"	Index	7/32"	23/64"	550	550 Dr.
1965	Buick-300" Eng.	3/16"	23/32"	B	7/16"	2	3/32"	2	Index	.024"	1-Rich	1/8"	23/64"	550	550 Dr.
1966	Buick-All 340" Eng.	1-13/32"	3/4"	B	7/16"	2	3/32"	2	Index	-	Index	5/32"	-	550	550 Dr.
1966	Buick-All 400" Eng.	1-15/32"	3/4"	A	1/2"	2	7/64"	2	Index	-	Index	7/32"	-	500	500 Dr.
1966	Buick-401" Eng. and S/T-w/A.I.R. 401" Eng.	1-15/32"	3/4"	B	7/16"	2	7/64"	2	Index	-	Index	7/32"	-	500	500 Dr.
1966	Buick-401" Eng.	1-13/32"	3/4"	B	7/16"	2	-	2	Index	-	1-Rich	5/32"	-	550	550 Dr.
1967	Buick-340" Eng. All/T w/A.I.R. A/T	1-13/32"	3/4"	A	11/32"	-	-	2	Index	-	2-Rich	5/32"	-	600	600 Note 1
1957-60	Cadillac	5/16"	23/32"	A	15/32"	1	.040"	2	Index	.023"	Index	9/32"	23/64"	500	450 Dr.
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.023"	1-Rich	5/16"	23/64"	500	1700
1966	Cadillac	3/8"	15/16"	A	15/32"	3	Flush	2	Index	.022	Index	5/16"	23/64"	500	1700 Note 3
1958-61	Chevrolet 348" Eng.	7/32"	23/32"	-	31/64"	1	.010"	2	Index	.015"	Index	1/4"	-	600	550 Dr.
1961-65	Chevrolet 409" High Perf. Eng.	7/32"	23/32"	-	33/64"	2	3/16"	2	Index	.025"	Index	1/4"	15/32"	700	1700
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	-	33/64"	2	5/64"	2	Index	.015"	Index	1/4"	15/32"	600	500 Dr.
1962-65	Chevrolet 409" Eng. Dual Carb.	7/32"	23/32"	-	33/64"	2	3/32"	2	Index	.015"	Index	1/4"	15/32"	600	1700
1960-62	Chris-Craft 430" Eng.	3/16"	23/32"	A	17/32"	1	.086"	2	Index	.030"	Index	1/8"	27/64"	700	-
1957-58	Chrysler	7/32"	23/32"	B	7/16"	1	.067"	2	Index	.012"	1-Rich	1/4"	3/8"	500	500 N
1959-62	Chrysler	7/32"	23/32"	B	7/16"	-	-	2	Index	.015"	2-Rich	1/4"	3/8"	500	1800
1959&62	Chrysler-Dual Carb. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-
1960-61	Chrysler-Dual Carb. Rear	7/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	650	1400
1963	Chrysler-383" Eng. 413" Eng.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	500	500 N
1964	Chrysler-413" & Cam. 383" Eng.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	Index	3/8"	1/64"	500	500 N
1963-64	Chrysler 413" Eng. Dual Carb.	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	2-Rich	3/8"	3/8"	500	500 N
1965-66	Chrysler 383" 413" 426" and 440" Eng.	7/32"	3/4"	B	7/16"	2	5/64"	3	Index	.020"	2-Rich	3/8"	21/64"	500	700 Note 1
1966	Chrysler 383" 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/64"	3	Index	.020"	2-Rich	3/8"	21/64"	500	500 Dr.
1966	Chrysler 426" Eng. Front	5/16"	3/4"	B	7/16"	-	-	3	Index	-	Index	3/8"	17/64"	750	-
1966	Chrysler 426" Eng. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	Index	.030"	1-Rich	1/4"	17/64"	750	1500 Note 2
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	3/32"	3	Index	-	Index	5/16"	-	650	600 Dr.
1967	Chrysler 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	Index	-	2-Rich	3/8"	-	500	500 Dr.
1967	Chrysler 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	7/64"	3	Index	-	Index	11/32"	-	650	1400 Note 2
1967	Chrysler 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	Index	-	Index	3/8"	-	650	750 Note 1
1961-65	Chrysler Marine 8 cyl. M318 B, M383, M413	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	1/4"	13/64"	500	700 Note 1
1965	Chrysler Marine M273B	7/32"	23/32"	B	7/16"	-	-	3	Index	.020"	2-Rich	1/4"	21/64"	500	700 Note 1
1965-66	Cruiser Marine Mark 7-8-9-10	7/32"	23/32"	-	33/64"	1	.010	2	Index	.012"	Index	3/16"	15/64"	550	-
1965-66	Dart 273" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	Index	.020"	2-Rich	7/32"	21/64"	600	600 Dr.
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	A/T	3/32"	3	Index	-	Index	7/32"	21/64"	700	650 Dr.
1967	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	Index	-	2-Rich	3/8"	21/64"	600	600 Dr.
1967	Dart 273" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	A/T	3/32"	3	Index	-	Index	1/4"	-	700	650 Dr.
1961-64	DeSoto Marine-361" & 390" Eng. 289" Eng.	3/16"	23/32"	A	17/32"	1	5/64"	2	Index	.030"	Index	1/8"	27/64"	600	-
1958	DeSoto, Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-
1959	DeSoto, Dual Carbs. Front	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	650	1450
1958-61	DeSoto	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-
1960-61	DeSoto-Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	23/64"	600	1400
1958	Dodge-Dual Carbs. Front	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-	-
1959	Dodge-Dual Carbs. Front	7/32"	23/32"	B	7/16"	1	.040"	2	Index	.012"	1-Rich	1/4"	23/64"	650	1450
1958-59	Dodge	9/32"	23/32"	B	7/16"	2	1/8"	2	Index	.012"	1-Rich	1/4"	23/64"	550	1400
1960	Dodge S/T	5/16"	23/32"	B	7/16"	2	1/8"	2	Index	.015"	1-Rich	1/4"	23/64"	500	500 N
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	-	-	2	Index	.010"	Index	1/4"	23/64"	500	1250
1960-63	Dodge A. T. & Police S/T & A/T	7/32"	23/32"	B	7/16"	-	-	2	Index	.020"	1-Rich	3/8"	3/8"	500	500 N
1961	Dodge Dual Carbs.	9/32"	23/32"	B	27/64"	2	1/8"	2	Index	.010"	1-Rich	1/4"	29/64"	500	1800
1963	Dodge-Dual Carbs. 413" Eng.	9/32"	23/32"	B	7/16"	-	-	-	-	-	Manual	-	29/64"	900	-
1964	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	D	19/32"	-	-	-	-	-	Manual	-	23/32"	900	-
1964	Dodge-Police-Hi. Perf. & Con.	7/32"	23/32"	P	7/16"	-	-	-	-	-	Manual	-	29/64"	900	-
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T	1/8"	3	Index	.020"	1-Rich	3/8"	21/64"	500	700 Note 1
1966	Dodge-383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	A/T	7/64"	3	Index	.020"	2-Rich	3/8"	21/64"	500	500 Dr.
1965-66	Dodge-Dual Carbs. 426" Eng.	7/32"	23/32"	C	9/16"	-	-	-	-	-	Index	7/32"	21/64"	650	600 Dr.
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	-	-	-	-	-	Manual	5/16"	23/32"	900	-
1967	Dodge 383" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	1/8"	3	Index	-	2-Rich	3/8"	-	500	500 Dr.
1967	Dodge 440" Eng. w/C.A.P.	5/16"	3/4"	B	7/16"	S/T	7/64"	3	Index	-	Index	11/32"	-	650	650 Dr.
1967	Dodge 440" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T	7/32"	3	Index	-	Index	3/8"	-	650	650 Dr.
1967	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	-	3	Index	-	-	-	17/64"	750	-
1967	Dodge 426" Eng. Front	5/16"	3/4"	B	7/16"	-	-	-	-	-	-	-	17/64"	750	-
1967	Dodge Dual Carb. w/C.A.P. Rear	7/32"	3/4"	B	7/16"	2	1/8"	3	Index	.030"	1-Rich	1/4"	17/64"	750	1500 Note 2
1967-68	Dodge 426" Eng. Dual Carb w/C.A.P.	9/32"	3/4"	B	7/16"	2	1/8"	3	Index	.030	2-Rich	1/4"	17/64"	750	750
1969	Dodge 426" Eng. Dual Carb.	7/32"	3/4"	B	7/16"	2	3/32"	3	Index	-	2-Rich	1/4"	17/64"	750	750 N

\*\* Measure from bottom of S-link in plunger shaft to Bowl cover.

Abbreviations

S/T = Standard Transmission      C.A.P. = Clean Air Package      A/T = Automatic Transmission      A.I.R. = Air Injection Reactor  
 Dr. = Drive      = VAC. Break Adj.      N = Neutral      A.G.P. = Air Guard Package

Note 1 - Fast Idle Screw on Bottom or Low Step of Fast Idle Cam.  
 Note 2 - Fast Idle Screw on Second Highest Step of Fast Idle Cam.  
 Note 3 - Fast Idle Screw on Highest Step of Fast Idle Cam.

