

SPECIFICATIONS & ADJUSTMENT TABLE

NOTE: See Engine Compartment Decal or Manufacturer's Service Manual for Idle Mixture and Speed Specifications

Adjustment Reference Letter			A			B	D	F	H	I	K		L	
Application			Float Level			Pump Stroke Cam Hole No.	Vent Valve Setting	Choke Pull Down Setting	Choke Unloader Setting	Auto. Choke Setting	Fast Idle		Curb Idle	
			Type	Pri.	Sec.						Type	RPM	M/T	A/T
AMERICAN MOTORS														
1970-73		All	B	Parallel	Parallel	2								
1958-66	250", 327"	All	B	Parallel	Parallel	1								
1968	390"	All	B	Parallel	Parallel	2	.063"	.201"	.343"	1 Rich			700	650
1970-74		All	B	Parallel	Parallel	2	.063"		.188"	1 Lean	B	1700	525	475
CHEVROLET														
1963	427"	All	B	Parallel	Parallel	2			.188"	1 Rich	B	2000	650	800
1964-65	327"	Exc. Corvette	B-1	15/16"	13/16"	1					B	2000	700	650
		Corvette	B-1	3/4"	3/4"	1	.050"			Index	B	2300	500	500
	396", 427"	Exc. R-3139A, R-3140A	B-1	13/16"	13/16"	1			.188"	Index	B	2200	500	475
		R-3139A, R-3140A	B-2	3/8"	1/2"	1			.188"	Index 2	B	2200	850	800
1966	327", 427"	Exc. 425 h.p.	B-2	3/16"	5/16"	1	.065"	.180"	.375"	2 Lean 2	B	2200	475	450
		425 h.p.	B-2	3/16"	5/16"	1	.063"	.281"			B	2200	775	500
	396"	All	B-2	11/32"	7/16"	1	.063"	.170"	.260"		B	2200	700	600
1967		All	B	Parallel	Parallel	1	.063"	.350"	.350"		B	2200	800	
1968-69		Exc. Dual Carbs.	B-2	5/32"	5/16"	1	.063"	.350"	.280"		B	2200	800	550
1970		Exc. Dual Carbs.	B-2	11/32"	1/2"	1	.063"	.175"	.265"		B	2000	800	550
1968-70		Dual Carbs.	B	Parallel	Parallel	1	.063"	.300"	.350"		B	2200	750	500
1971		All	B	Parallel	Parallel	1	.063"	.300"	.350"		B	2200	750	700
1972		All	C	Parallel	Parallel	1	.063"				B	2200	750	700
CHEVROLET & GMC TRUCKS														
1967-74		All	B	Parallel	Parallel	1					B	2350	900	700
1975-78	366"	Fed. Cal.	B-2	3/16"	3/16"	1	.060"							
	427"	Fed. Cal.	B-2	3/16"	7/32"	1	.015"				C	.038"	825	825
		Cal.	B-2	3/16"	7/32"	1	.060"				C	.031"	750	750
1980	366", 427"	All	B-2	3/16"	7/32"	2	.015"				C	.038"	800	800
1982	366", 427"	All	B-2	3/16"	7/32"	1	.015"				C	.031"	775	775
1983-88	366", 427"	All	A	3/16"	7/32"	1	.015"				C	.031"	700	700
		All	A	3/16"	7/32"	1	.060"				C	.031"	700	700
CHRYSLER CORP.														
1968-71	340"	All	B	7/64"	13/64"	1	.015"	.234"	.380"				700	650
	383", 440"	Exc. R-8515	B	15/64"	17/64"	1	.015"	.220"	.380"				850	800
		R-8515	B	7/64"	9/32"	1	.015"	.250"	.380"				900	800
1960	383"	All	B	Parallel	Parallel	1	.063"		.188"	1 Rich	B	1500	550	500
1963-66	426"	Exc. R-2973A, R-3085A	B	Parallel	Parallel	1	.063"						750	1000
		R-2973A, R-3085A	A	7/16"	9/16"	1	.063"						750	1000
1967		All	B-2	1/8"	7/32"	1	.063"		.156"				700	600
1968-69		Exc. Dual Carbs.	B-2	7/32"	9/32"	1	.063"		.156"	2 Rich		1400	1000	900
1968-70		Dual Carbs.	B	Parallel	Parallel	1	.063"		.156"	2 Rich		1700	750	700
1970		C.A.S.	B-2	15/64"	17/64"	1	.015"		.156"	2 Rich		1700	800	800
1971		C.E.C.	B-2	15/64"	17/64"	1	.015"		.156"	2 Rich		1600	900	800
1972		All	B-2	7/64"	13/64"	1	.015"	.080"	.156"	Fixed				
DODGE TRUCKS														
1968-79	413"	Exc. E Series	B	Parallel	Parallel	1	.063"	.170"	.180"	2 Rich	C	.013"	700	700
1968-71		E Series	B	Parallel	Parallel	2	.063"						800	800
1975-76	318", 360", 440"	All	B	Parallel	Parallel	2	.015"	.159"	.300"	1 Lean			700	700
EDSEL														
1958	361"	All	A	3/4"	1/2"	1	.063"							
	410"	All	A	13/16"	11/16"	1	.063"			Index	A	1/4	475	450
1959	361"	All	B-1	7/8"	9/16"	1	.063"			1 Rich	A	1/4	475	450
FORD MOTOR CO.														
1961-67		All	B	Parallel	Parallel	2	.063"	.250"	.250"	Index	B	1800	700	750
1968-78		All	B	Parallel	Parallel	2	.063"	.221"	.340"	1 Rich	B			
1957	312"	All	A	13/16"	3/4"	1	.063"			Index	A	1/4	500	475
1958	332"	All	A	3/4"	1/2"	1	.063"			1 Rich	A	1/4	500	450
	383"	All	A	3/4"	1/2"	1	.063"			2 Rich	B	1800	500	450
	430"	All	A	11/16"	9/16"	1	.063"			1 Rich	B	1800	500	450
1959-60	332", 352"	All	B-1	7/8"	9/16"	1	.063"			Index	B	1800	500	475
	383"	Exc. R-1736A, 37A, 38A	B	Parallel	Parallel	1	.063"			2 Rich	B	1800	575	475
		R-1736A, 37A, 38A	B-1	11/16"	1/2"	1	.063"			1 Rich	B	1800	525	475
	430"	All Exc. R-1740	B	Parallel	Parallel	1	.063"			Index	B	1800	525	475
		R-1740	B-1	11/16"	1/2"	1	.063"		.063"	Index	B	1800	575	475
1961-65		Single Carbs.	B	Parallel	Parallel	1	.063"		.063"	Index	B	1800	1000	900
1961-64		Dual Carbs.	B-1	11/16"	1/2"	1	.063"		.063"	Index	B	1800	1000	900
1965		Dual Carbs.	B	Parallel	Parallel	1	.063"		.343"	3 Lean	B	1500	600	500
1966-68	289"	Exc. Cobra	B	Parallel	Parallel	1	.063"			Index	B	1800	750	550
		Cobra	B-1	3/8"	1/2"	1	.078"			Index	B	1800	625	550
	302"	Shelby	B	Parallel	Parallel	1	.080"		.180"	1 Lean			600	600
	380"	H.P. A/T	B	Parallel	Parallel	2	.080"		.180"	1 Rich			700	750
	427"	H.P. A/T	B	Parallel	Parallel	1	.080"							
	428"	Shelby	B	Parallel	Parallel	1	.075"		.320"					

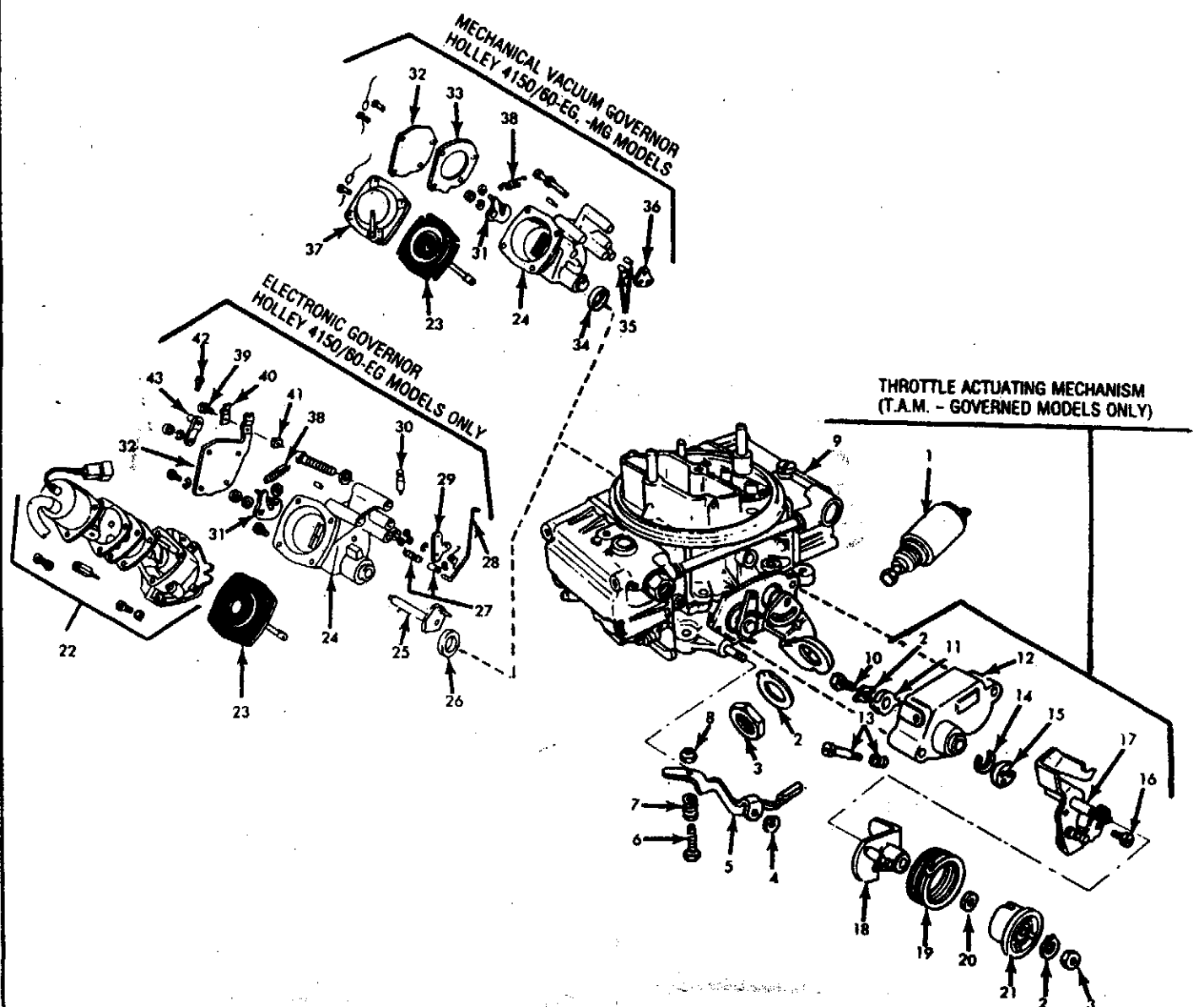
ABBREVIATIONS: A/T = Automatic Transmission; M/T = Manual Transmission; Fed. = Federal Emissions; Cal. = California Emissions; E.C.S. = Evaporative Control System; C.A.S. = Cleaner Air System; C.E.C. = Combined Emission Control; Pri. = Primary Float Bowl; Sec. = Secondary Float Bowl; h.p. = Horsepower; H.P. = High Performance; Exc. = Except; A.I.R. = Air Injection Reactor.

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Application			Float Level			Pump Stroke Cam Hole No.	Vent Valve Setting	Choke Pull Down Setting	Choke Unloader Setting	Auto. Choke Setting	Fast Idle		Curb Idle	
			Type	Pri.	Sec.						Type	RPM	M/T	A/T
FORD MOTOR CO. (Cont.)														
1969-72	302"	Boss	B	Parallel	Parallel	2	.063"	.106"		1 Rich			625	550
	302", 351" M	All	B	Parallel	Parallel	1		.250"		1 Rich				
	428", 429"	Exc. Boss M/T, Cobra	B	Parallel	Parallel	2	.060"	.300"	.313"	3 Rich				
		Boss M/T	B	Parallel	Parallel	2	.075"	.300"	.335"	4 Rich			625	600
	428"	Cobra	B	Parallel	Parallel	2	.080"	.300"		4 Rich			625	600
	429"	Cobra	B	Parallel	Parallel	2	.070"	.300"		4 Rich			700	750
1973-74	302", 351" M	All	B	Parallel	Parallel	2	.063"	.221"	.340"	2 Rich				550
	429", 460"	All	B	Parallel	Parallel	2	.063"	.221"	.340"	2 Rich				550
FORD TRUCKS														
1967-68		All	A	13/16"	3/4"	1					C	.013"	500	
1969-66		All	B	Parallel	Parallel	2	.063"				C	.013"	500	450 D
1967-72	391"	All	B	Parallel	Parallel	2	.063"	.250"					650	550 D
	401", 477", 534"	All	B	Parallel	Parallel	1	.063"	.125"					700	600 D
1973-76	351" W	All	B	Parallel	Parallel	2	.020"	.275"	.300"	Index			600	600 D
	361"	All	B	Parallel	Parallel	2	.020"	.250"					600	600 D
	390"	All	B	Parallel	Parallel	1	.015"	.188"	.313"					
	391"	All	B	Parallel	Parallel	2	.015"	.250"	.300"					
	401", 475"	All	B	Parallel	Parallel	1	.015"	.125"	.300"					
	477", 534"	All	B	Parallel	Parallel	1	.015"	.125"	.300"					
1977-79	361", 391"	All	B	Parallel	Parallel	2	.063"	.250"						
	475", 477", 534"	All	B	Parallel	Parallel	1	.063"	.250"						
1980	477", 534"	All	B	Parallel	Parallel	1	.063"	.250"						
IMC TRUCKS														
1966	392"	All	B	Parallel	Parallel	2								
1969-72	392"	All	B	Parallel	Parallel	1	.063"	.250"	.250"	2 Lean	B	2000	675	675
1973-76	392"	All	B	Parallel	Parallel	1	.015"	.188"	.313"	Index	B	2000	675	675
1975-76	404", 446", 537"	All	B	Parallel	Parallel	2	.015"				B	2000	750	675
1977-79		All	B	Parallel	Parallel	2	.015"				B	2000	525	525
1980		All	B	Parallel	Parallel	2	.015"				B	2000	525	525
1981		All	B	Parallel	Parallel	2					B	2000	550	550
JEEP														
1971-72	360", 390"	All	B	Parallel	Parallel	2	.063"	.189"	.340"	1 Rich			725	650 D
1973	360", 401"	All	B	Parallel	Parallel	2	.063"	.201"	.340"	1 Rich			750	700
1974	360", 401"	All	B	Parallel	Parallel	2	.063"	.201"	.340"	1 Lean			750	700
1965-67	327"	All	B	Parallel	Parallel	1	.063"			Index			550	500
FORD MARINE														
	302"	R-4473A, AAS	B	Parallel	Parallel	1				Index				
		R-4608A, AAS	B	Parallel	Parallel	2				Index				
		All Others	B	Parallel	Parallel	2				3 Lean				
	351"	R-6576A, AAA	B	Parallel	Parallel	1		.300"	.300"	3 Lean				
		R-7163A, AAA				2		.300"	.270"					
		All Others	B	Parallel	Parallel	2		.300"	.300"	Index				
	460"	All	B	Parallel	Parallel	2		.300"	.300"	Index				
KIECKHAFFER MARINE														
	302", 351", 460"	All	B	Parallel	Parallel	2		.141"	.313"	Index				
PALMER MARINE														
	345", 392"	All	B	Parallel	Parallel	1								
	302", 351"	All	B	Parallel	Parallel	2		.141"	.313"	Index				
WHITE-DIAMOND-RED														
1969-72	235", 250"	All	B	Parallel	Parallel	2								
	366"	All	B	Parallel	Parallel	1	.063"							
HIGH PERFORMANCE														
	All		C	Parallel	Parallel									

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- Replacement for Original Equipment Carburetor. Unless specified, all others are Original Equipment Carburetors.
- R-2818A, R-3310A - 3 Lean
- R-3245A, R-3312A - .180"
- R-3806, R-3807, R-3810 - .190"
- R-3418-1 - .350"
- R-4493, R-4559 - Hole No. 2
- E.C.S. equipped - .025"
- 1975 models - Pri. - 13/64"; Sec. - 11/64"
- 1978 and later models - .031"
- Transmission in Neutral with A/C off
- R-6538 - Pri. - 7/64"; Sec. - 13/64"
- Measure at "Toe" of float
- Measure at "Heel" of float
- M/T - .100"; A/T - .062"
- Fast idle tang on lowest step of cam
- M/T - .169"; A/T - .081"
- Fast idle tang or screw on second
- 440" - 1600 RPM; 383" M/T - 2000 RPM; 383" A/T - 1800 RPM
- M/T equipped - 100 RPM higher
- Governor equipped - Hole No. 2
- R-4399 - 219"
- R-1732, 33, 34 & 35 - Pri. - 13/64"; Sec. - 3/4"
- R-7053-1, R-7850, R-8207 - Hole No. 1
- R-4452 - .106"; R-7154, R-7974 - .090"
- R-6520 - 4 Rich; R-7154, R-7974 - Index; R-7053-1 - 2 Rich
- Includes dual carburetor applications
- Dual carburetors - 400 RPM higher.
- R-2855, R-2919A, R-2926A & R-2927A - Pri. - 7/8"; Sec. - 11/16"
- R-4452, R-4548, R-4581 - Hole No. 2
- R-4548 - 1 Rich; R-4698, R-4699 - 1 Lean
- 292", 302", 332" - Hole No. 1
- R-4187, R-4188, R-4189 - Hole No. 2
- highest step of cam.
- R-4323, R-4324 - Hole No. 2
- R-4319, R-4320, R-4321 - 3 Lean; R-4599, R-4802 - Index
- R-6802, R-6803, R-7028 - Hole No. 2
- 404", 446" and 1980 Ca. - 2400 RPM
- 392" - 650 RPM
- Alison A/T equipped - 100 RPM higher
- R-6407, R-6576 - 3 Lean
- 300 h.p. 327" without A.I.R. - 475 RPM
- 375 h.p. - 850 RPM
- 427" - 1000 RPM
- Cal. models - 100 RPM lower
- See Engine Compartment Tune-Up Decal
- R-6519 - 3 Rich
- 1312A, -1A; 1748A, -1A; 1957A & 1958A - Type A; Set Pri. - 13/16"; Sec. - 3/4"
- Not required on California models.



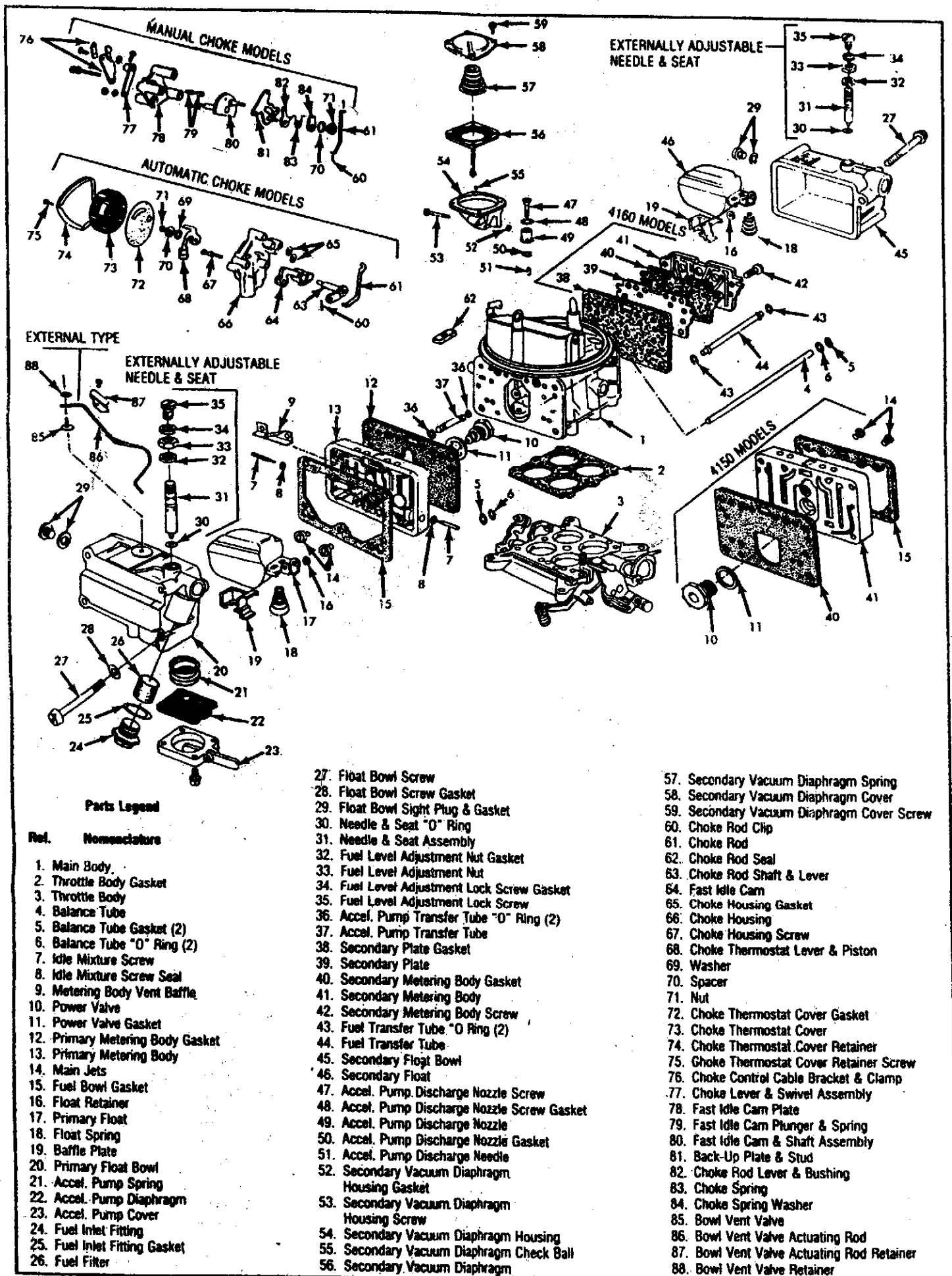
Parts Legend
Ref. Nomenclature

1. Solenoid Assembly
2. Lock Washer
3. Nut
4. Accel. Pump Actuating Lever Retainer Ring
5. Accelerator Pump Actuating Lever
6. Accel. Pump Actuating Lever Adjusting Screw
7. Accel. Pump Actuating Lever Adjusting Screw Spring
8. Accelerator Pump Actuating Lever Lock Nut
9. Carburetor Assembly
10. Throttle Shaft Driver Screw
11. Throttle Shaft Driver
12. Throttle Oper. Shaft Housing

13. Throttle Stop Screw & Spring
14. Throttle Oper. Shaft Retainer Ring
15. Accelerator Pump Cam
16. Accelerator Pump Cam Screw
17. Throttle Oper. Shaft Lever Assembly
18. Catch Lever Assembly
19. Redundant Spring
20. Spacer
21. Redundant Spring Bushing
22. Governor Solenoid Assembly
23. Governor Vacuum Diaphragm Assembly
24. Governor Housing
25. Fast Idle Cam & Shaft
26. Governor Housing Bushing
27. Fast Idle Cam Spring & Plunger
28. Choke Rod

29. Choke Rod Pick-Up Lever & Bushing
30. Fast Idle Pin
31. Governor Lever
32. Governor Housing Cover
33. Governor Housing Cover Gasket
34. Governor Housing Seal
35. Governor By-Pass Jets (2)
36. Governor-to-Main Body Gasket
37. Governor Diaphragm Cover
38. Governor Spring
39. Choke Control Clamp Screw
40. Choke Control Clamp
41. Choke Control Clamp Screw Nut
42. Choke Control Lever Swivel Screw
43. Choke Control Lever & Swivel Assembly

Exploded View of Typical Governor Assemblies and Throttle Actuating Mechanism (4150/60 Series Carburetors)



Exploded View of Typical Holley 4150/60 Series Carburetor