

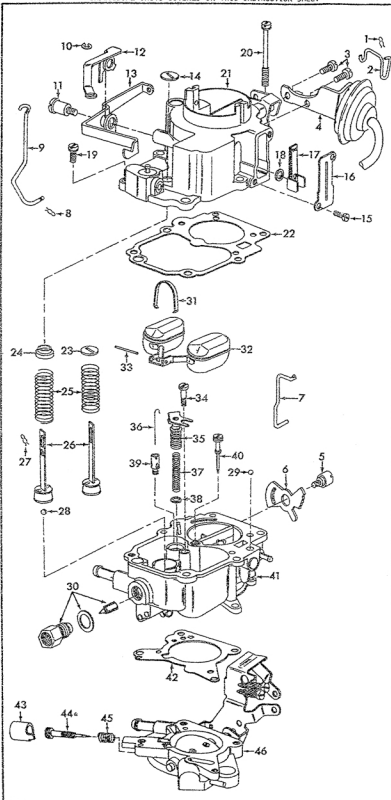
# INSTRUCTION SHEET

## OFF VEHICLE CARBURETOR SERVICE

### CARTER MODEL - BBS

#### GENERAL EXPLODED VIEW

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



#### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED. TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. CAUTION: ON EARLY CLEAN AIR PACKAGE CARBURETORS, IDLE ADJUSTING SCREW (44) CANNOT BE REMOVED. ON LATER MODELS THE IDLE LIMITER CAP (43) CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN COUNTERCLOCKWISE.

#### NOMENCLATURE

| REF. NO.                                      | REF. NO.                           |
|-----------------------------------------------|------------------------------------|
| 1. RETAINER - CHOKE PULL-OFF LINK             | 23. WASHER - PUMP SPRING GUIDE S/H |
| 2. LINK - CHOKE PULL-OFF                      | 24. BUSHING - PUMP SPRING S/H      |
| 3. SCREW (2) - CHOKE PULL-OFF                 | 25. SPRING - PUMP PLUNGER          |
| 4. CHOKE PULL-OFF & NOSE ASSY.                | 26. PUMP PLUNGER ASSY.             |
| 5. SCREW - FAST IDLE CAM                      | 27. PIN SPRING - PUMP PLUNGER S/H  |
| 6. CAM - FAST IDLE                            | 28. BALL - PUMP INTAKE CHECK       |
| 7. LINK - FAST IDLE                           | 29. BALL - PUMP DISC. CHECK        |
| 8. RETAINER - PUMP ROD                        | 30. NEEDLE & SEAT ASSY.            |
| 9. ROD - PUMP                                 | 31. RETAINER - FLOAT PIN           |
| 10. RETAINER - VENT VALVE LEVER (SOME MODELS) | 32. FLOAT ASSY.                    |
| 11. SCREW - PUMP & VENT VALVE LEVERS          | 33. PIN - FLOAT                    |
| 12. LEVER - VENT VALVE                        | 34. SCREW - STEP-UP PISTON PLATE   |
| 13. LEVER - PUMP PLUNGER                      | 35. STEP-UP PISTON ASSY.           |
| 14. VALVE - VENT S/H                          | 36. ROD - STEP-UP                  |
| 15. SCREW (2) - COMPENSATOR VALVE COVER S/H   | 37. SPRING - STEP-UP PISTON        |
| 16. COVER - COMPENSATOR VALVE S/H             | 38. GASKET - STEP-UP PISTON        |
| 17. VALVE - COMPENSATOR S/H                   | 39. JET - MAIN METERING            |
| 18. GASKET - COMPENSATOR VALVE S/H            | 40. JET - IDLE                     |
| 19. SCREW & LOCKWASHER (2) - BOWL COVER       | 41. BOWL ASSY.                     |
| 20. SCREW & LOCKWASHER (4) - BOWL COVER       | 42. GASKET - THROTTLE BODY         |
| 21. BOWL COVER ASSY.                          | 43. CAP - IDLE LIMITER S/H         |
| 22. GASKET - BOWL COVER                       | 44. NEEDLE - IDLE ADJUSTING*       |
|                                               | 45. SPRING - IDLE ADJ. NEEDLE      |
|                                               | 46. THROTTLE BODY ASSY.            |

S/H = SOME MODELS

\* NOT REMOVABLE ON EARLY C.A.P. MODELS

#### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK CHOKE PULL-OFF (4) OR PARTS CONTAINING RUBBER OR LEATHER IN CLEANING SOLVENTS.

#### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

#### SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (44) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TO 2 TURNS.

MAIN METERING JET (39) - LATER MODEL CARBURETORS DO NOT USE A GASKET ON JET SEAT.

STEP UP PISTON GASKET (38) - BE SURE GASKET IS PROPERLY PLACED IN THE BOTTOM OF PISTON CYLINDER.

RETAINER FLOAT PIN (31) - BE SURE RETAINER IS SETTING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

PUMP PLUNGER (26) - FLARE LEATHER CUP OUTWARD SLIGHTLY. THEN SOAK CUP IN GASOLINE OR LIGHT OIL PRIOR TO INSTALLING.

# ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

AFTER FLOAT ADJUSTMENT THE FLOAT LIP MUST BE IN THE VERTICAL POSITION WITH THE NEEDLE LIGHTLY SEATED.



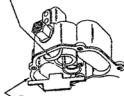
DRY FLOAT LEVEL ADJUSTMENT

FIG. 1

1 BOWL ASSY. INVERTED HOLD FLOAT PIN RETAINER IN PLACE AGAINST FLOAT PIN.

2 MEASURE BETWEEN CROWN OF EACH FLOAT (CAT CENTER) AND TOP OF FUEL BOWL.

3 TO ADJUST REMOVE FLOAT AND BEND LIP AT A OR B OR BOTH



NOTE: PUMP CONNECTOR ROD AND PLUNGER PIN SPRING SHOULD ALWAYS BE IN CORRESPONDING POSITIONS.

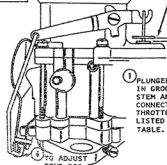
1 THROTTLE STOP SCREW BACKED OUT, THROTTLE VALVE FULLY CLOSED.

2 1976 AND LATER ADJUSTMENT IS MADE WITH THROTTLE SCREW SET AT CURB IDLE.

THROTTLE LEVER HOLE POSITIONS



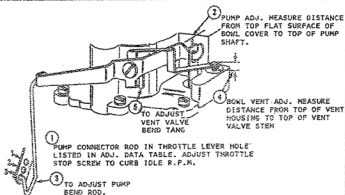
3 MEASURE DISTANCE BETWEEN VENT VALVE AND VALVE SEAT.



1 PLUNGER PIN SPRING IN GROOVE OF PUMP STEM AND PUMP CONNECTOR ROD IN THROTTLE LEVER HOLE LISTED IN ADJ. DATA TABLE.

PUMP/BOWL VENT ADJUSTMENT TYPE 1

FIG. 2



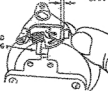
PUMP/BOWL VENT ADJUSTMENT TYPE 2

FIG. 3

1 CHOKE VALVE HELD CLOSED

2 PUSH UP ON HUB LEVER THEN MEASURE CLEARANCE BETWEEN SHAFT LEVER AND HUB LEVER. (.010-.040 CLEARANCE.)

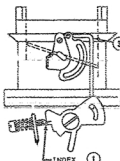
3 TO ADJUST BEND HUB LEVER TANG



SPRING STAGE CHOKE ADJUSTMENT

FIG. 4

2 INDEX SETTING. CHOKE VALVE SHOULD BE COMPLETELY CLOSED WITH ROD IN END OF SLOT IN CAN.



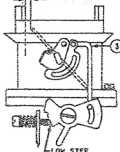
3 TO ADJUST BEND ROD

INDEX

1 PLACE FAST IDLE SCREW ON STEP OF FAST IDLE CAN LISTED IN ADJ. DATA TABLE.

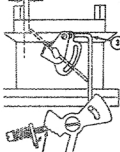
FAST IDLE LINK/CAN ADJUSTMENT

2 LOW STEP & SECOND STEP. HOLD CHOKE VALVE TOWARDS CLOSED POSITION THEN MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



3 TO ADJUST BEND ROD

LOW STEP



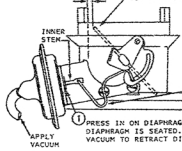
3 TO ADJUST BEND ROD

SECOND STEP

FIG. 5

2 MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.

3 APPLY LIGHT CLOSING PRESSURE TO CHOKE VALVE UNTIL ALL BLACK IS TAKEN UP (INNER STEM EXTENDED)



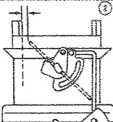
INNER STEM

APPLY VACUUM

4 TO ADJUST BEND ("UP") OF LINK.

CHOKE VACUUM PULL-OFF ADJUSTMENT (VACUUM ETC.)

FIG. 6



2 HOLD CHOKE VALVE TOWARDS CLOSED POSITION. THEN MEASURE DISTANCE BETWEEN UPPER EDGE OF VALVE AND AIR HORN WALL.

3/16" CLEARANCE ALL MODELS

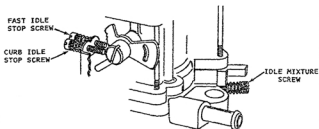
1 THROTTLE VALVE HELD IN WIDE OPEN POSITION.

3 TO ADJUST BEND TANG

UNLOADER ADJUSTMENT

FIG. 7

# ADJUSTMENTS



USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE AND SPECIFICATIONS LISTED ON ENGINE COMPARTMENT DECAL.

## SUPPLEMENT PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN. TRANSMISSION IN NEUTRAL (NOT PARK)  
AIR CLEANER INSTALLED  
A/C OFF  
HEADLIGHTS ON HIGH BEAM
3. SET THROTTLE CURB IDLE SPEED AS LISTED ON ENGINE COMPARTMENT DECAL.
4. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.

SLOW IDLE ADJUSTMENT

FIG. 8

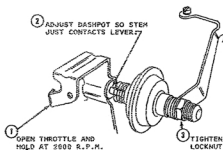
- 1 PLACE FAST IDLE SCREW ON PROPER STEP OF FAST IDLE CAM. (SEE DATA TABLE) CAM LOCATION POINT. FIG. 5



- 2 ADJUST FAST IDLE SCREW TO PROPER R.P.M.

FAST IDLE ADJUSTMENT

FIG. 9



DASHPOT ADJUSTMENT S/T

FIG. 10

ADJUSTMENT DATA TABLE

| Year                             | Application                        | Float<br>Level | Pump/Bowl Vent Adj. |               |                        |                   | Late<br>Bowl<br>Vent | Fast Idle<br>Link Adj. |        | Choke<br>Pull-Off<br>Dimen. | Curb.<br>Idle<br>R.P.M. | Fast<br>Idle<br>R.P.M. | Auto<br>Choke<br>Setting |
|----------------------------------|------------------------------------|----------------|---------------------|---------------|------------------------|-------------------|----------------------|------------------------|--------|-----------------------------|-------------------------|------------------------|--------------------------|
|                                  |                                    |                | Type                | Lower<br>Hole | Pin Spring<br>Position | Pump/Bowl<br>Vent |                      | Cam Step               | Dimen  |                             |                         |                        |                          |
| 6 CYL. CHRYSLER CORP. PASS. CARS |                                    |                |                     |               |                        |                   |                      |                        |        |                             |                         |                        |                          |
| 1960-63                          | 170", 225"                         | 7/32"          | 1                   | 2             | 2                      | 1/16"             | ---                  | INDEX                  | ---    | ---                         | 550                     | 1500 2/S               | Note 1                   |
| 1960-63                          | 170", 225" Taxi<br>Carb. No. 3590  | 9/32"<br>7/32" | 1                   | 1             | 1                      | 1/16"             | ---                  | INDEX                  | ---    | ---                         | 550                     | 1500 2/S               | Note 1                   |
| 1960-63                          | 170", 225" Taxi<br>Carb. No. 3590  | 7/32"          | 1                   | 2             | 2                      | 1/16"             | ---                  | INDEX                  | ---    | ---                         | 550                     | 1800 2/S               | 4 Rich                   |
| 1960-65                          | Repl. Carbs.<br>4196, 4197, 4198   | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 9/64"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1964                             | 170", 225"<br>Carb. No. 3678, 3680 | 1/4"<br>1/4"   | 1                   | 2             | 2                      | 1/16"             | ---                  | L/S                    | 15/64" | 5/32"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1964                             | 170", 225" Taxi                    | 5/16"          | 1                   | 1             | 1                      | 1/16"             | ---                  | L/S                    | 15/64" | 5/32"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1965                             | 170", 225" S/T                     | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 5/32"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1965                             | 170", 225" A/T                     | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 3/32"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1965-67                          | 225" Taxi                          | 5/16"          | 1                   | 1             | 1                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 9/64"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1966-67                          | 170", 225" S/T<br>wo/C.A.P.        | 1/4"<br>1/4"   | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 5/32"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1966-67                          | 170", 225" A/T                     | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | 550                     | 700 L/S                | 2 Rich                   |
| 1966-67                          | 170" W/C.A.P.                      | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 5/32"                       | 700                     | 1500 2/S               | 2 Rich                   |
| 1967-69                          | 225"                               | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 9/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1968-69                          | 170"                               | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1970-71                          | 198" wo/E.C.S. S/T                 | 1/4"           | 1                   | 3             | 3                      | 1/32**            | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1970-71                          | 198" wo/E.C.S. A/T                 | 1/4"           | 1                   | 3             | 3                      | 1/32**            | ---                  | 2/S                    | 5/64"  | 5/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1970-71                          | 198" w/E. C. S. S/T                | 1/4"           | 2                   | 3             | ---                    | 5/16**            | 17/64**              | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1970-71                          | 198" w/E. C. S. A/T                | 1/4"           | 2                   | 3             | ---                    | 5/16**            | 17/64**              | 2/S                    | 5/64"  | 5/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 6 CYL. DODGE TRUCK               |                                    |                |                     |               |                        |                   |                      |                        |        |                             |                         |                        |                          |
| 1961-63                          | 170", 225"                         | 7/32"          | 1                   | 2             | 2                      | 1/16"             | ---                  | Index                  | ---    | ---                         | 500                     | 1400 2/S               | Index                    |
| 1961-72                          | 251" M/C                           | 7/32"          | 1                   | 2             | 2                      | 1/16"             | ---                  | ---                    | ---    | ---                         | 500                     | ---                    | ---                      |
| 1961-65                          | 225" Carb. no. 4199                | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | 500                     | 700 L/S                | 2 Rich                   |
| 1964-65                          | 170", 225"                         | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | L/S                    | 7/32"  | 5/32"                       | 500                     | 700 L/S                | 2 Rich                   |
| 1966-66                          | 225" wo/C.A.P. S/T                 | 1/4"           | 1                   | 2             | 2                      | 1/16"             | ---                  | Index                  | 5/32"  | ---                         | 500                     | 700 L/S                | ---                      |
| 1966-66                          | 225" wo/C.A.P. A/T                 | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | 500                     | 700 L/S                | 2 Rich                   |
| 1966-68                          | 225" w/C.A.P. S/T                  | 7/32"          | 1                   | 3             | 3                      | 1/16"             | ---                  | Index                  | 5/32"  | ---                         | 550                     | 700 L/S                | ---                      |
| 1966-68                          | 225" w/C.A.P. A/T                  | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | 550                     | 1550 2/S               | 2 Rich                   |
| 1969                             | 225" All S/T                       | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | Index                  | 5/32"  | ---                         | E/D                     | 1800 2/S               | ---                      |
| 1969                             | 225" All A/T                       | 1/4"           | 1                   | 3             | 3                      | 1/16"             | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 700 2/S                | 2 Rich                   |
| 1970-71                          | 225" wo/E.C.S. S/T                 | 1/4"           | 1                   | 3             | 3                      | 1/32**            | ---                  | Index                  | 5/32"  | ---                         | E/D                     | ---                    | ---                      |
| 1970-71                          | 225" wo/E.C.S. A/T                 | 1/4"           | 1                   | 3             | 3                      | 1/32**            | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1800 2/S               | 2 Rich                   |
| 1970-71                          | 225" w/E.C.S. S/T                  | 1/4"           | 2                   | 3             | ---                    | 5/16**            | 17/64**              | 2/S                    | 5/64"  | 5/64"                       | E/D                     | 1800 2/S               | 2 - Rich                 |
| 1970-71                          | 225" w/E.C.S. A/T                  | 1/4"           | 2                   | 3             | ---                    | 5/16**            | 17/64**              | 2/S                    | 5/64"  | 5/64"                       | E/D                     | 1800 2/S               | 2 - Rich                 |
| 1972-73                          | 225"                               | 1/4"           | 1                   | 3             | 3                      | 1/32**            | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1900 2/S               | ---                      |
| 1973                             | 225" w/E.C.S.                      | 1/4"           | 2                   | 3             | ---                    | 5/16**            | 17/64**              | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1900 2/S               | ---                      |
| 1974                             | 225"                               | 1/4"           | 2                   | 3             | ---                    | 5/16**            | ---                  | 2/S                    | 5/64"  | 7/64"                       | E/D                     | 1900 2/S               | ---                      |

S/T = Standard Transmission  
A/T = Automatic Transmission  
M/C = Manual Choke

w/C.A.P. = Without Cleaner Air Package

w/C.A.P. = With Cleaner Air Package  
w/E.C.S. = Without Evaporation Control System

w/E.C.S. = With Evaporation Control System

2/S = Second Step

L/S = Low Step

E/D = Engine Decal

\* Make adjustment after curb idle has been set.

Note 1, 60-61 Index  
62-63 2 Rich