



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

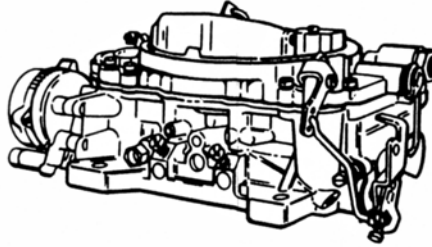
- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

**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.

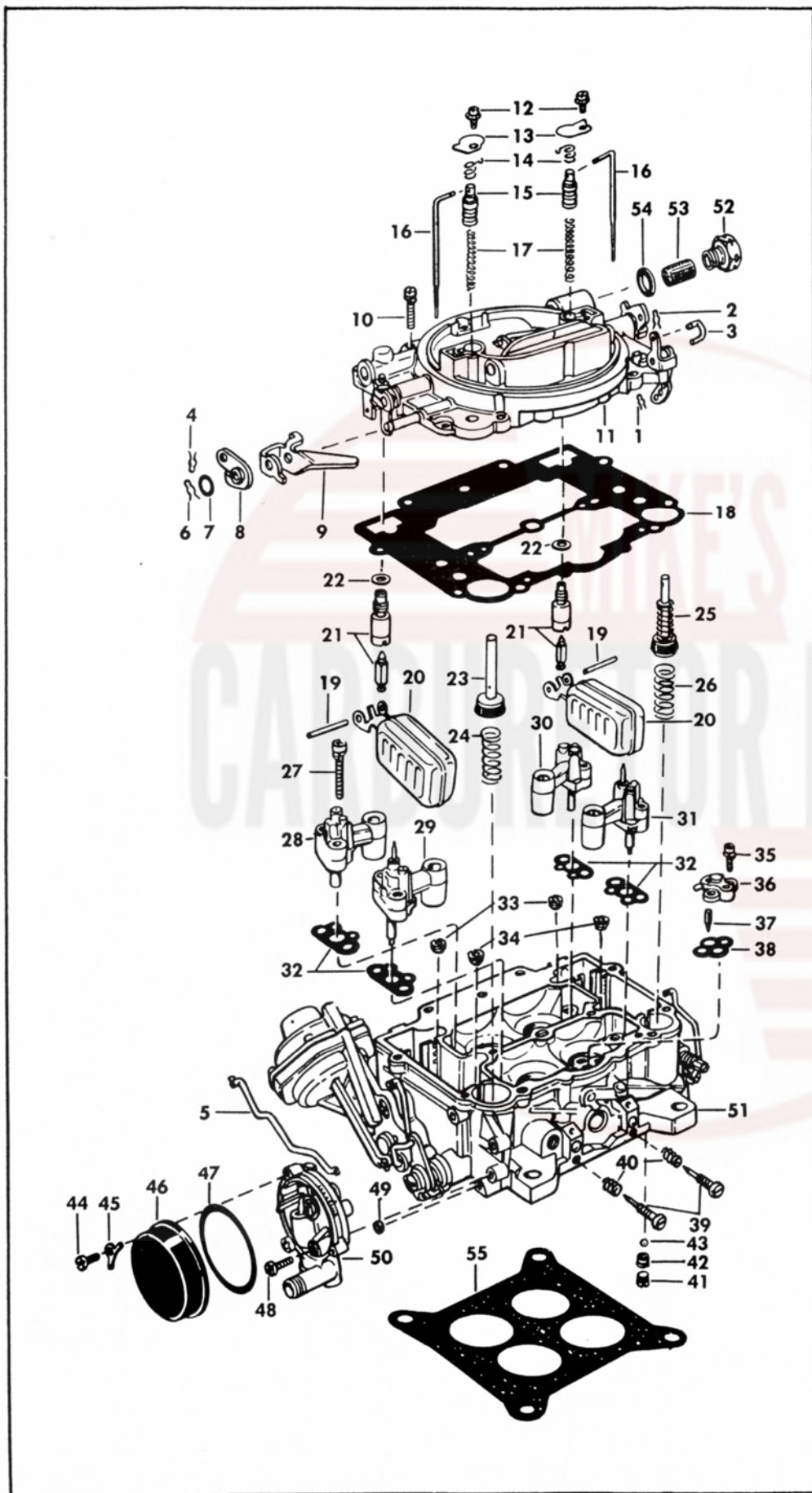
X. UNLOADER ADJUSTMENT. (See figure 5.)

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.

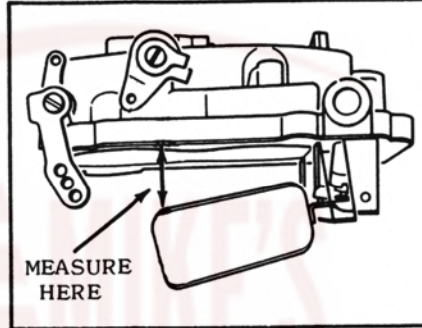
Set automatic choke so that choke valve will close with a light tension in air intake bore with unit at room temperature (70°F to 80°F).

XII. IDLE ADJUSTMENT. (See figure 8.)

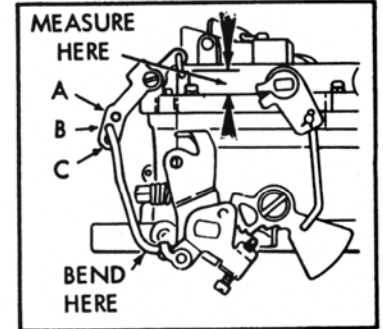
Adjust stop screw (1) to crack valve slightly. Start engine. Adjust mixture screw (2) until engine idles smoothly. Readjust stop screw (1) to idle engine at approximately 450 rpm; then readjust mixture screw (2). (Most high-performance engines idle at 500 rpm.)



FLOAT LEVEL Fig.1



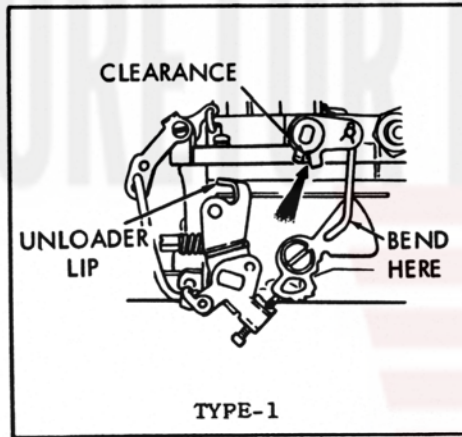
FLOAT DROP Fig.2



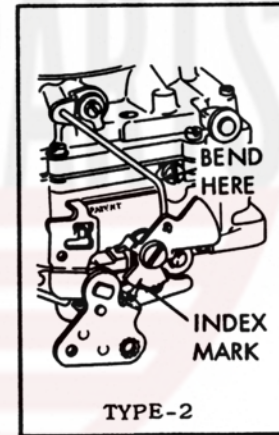
PUMP ADJ. Fig.3



CHOKE PISTON LINKAGE ADJ. Fig.4



TYPE-1 FAST IDLE LINKAGE ADJ. Fig.5

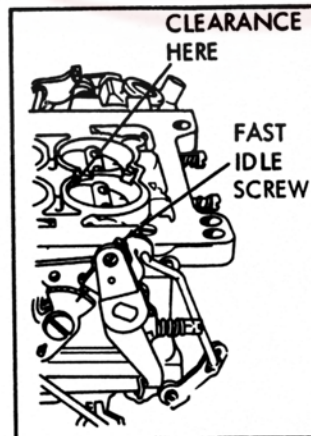


TYPE-2 FAST IDLE LINKAGE ADJ. Fig.6

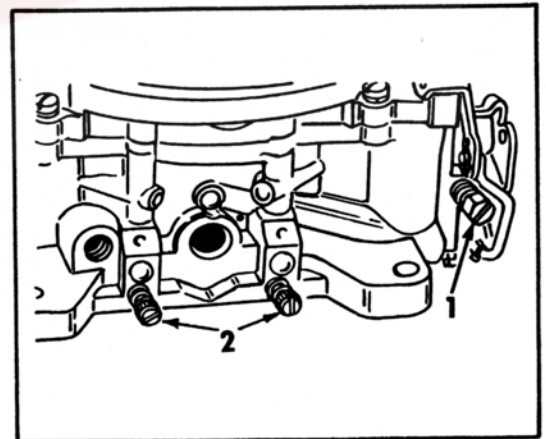
TYPE-3

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	Floot Level Pri.-Sec.	Floot Drop	Pump Adj. Hole	Choke Piston Linkage Adj. Type Dimen.	Fast Idle Linkage Adj. Type Dimen.	Fast Idle Valve Dimen.	Automatic Choke Setting	Un-Loader Dimen.	Sec. Throttle Step 1	Throttle Adj. Step 2	Idle R.P.M. 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 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"	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 3/32"	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"	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"	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"	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"	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"	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. end 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.	1-13/32"	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"	-	550	600 Dr.	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.	1750
1961-65	Cadillac	3/8"	15/16"	A	15/32"	3 Flush	2 Index	.023"	1-Rich	5/16"	23/64"	500	500 Dr.	1700
1966	Cadillac	3/8"	15/16"	A	15/32"	3 Flush	2 Index	.022	Index	5/16"	23/64"	500	500 Dr.	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.	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"	600	-	1700
1962-65	Chevrolet 327" Eng. & Corvette	7/32"	23/32"	-	33/64"	2 5/64"	2 Index	.015"	Index	1/4"	15/32"	700	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"	700	-	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	1400
1959-62	Chrysler	7/32"	23/32"	B	7/16"	-	2 Index	.015"	2-Rich	1/4"	3/8"	500	500 N	1800
1959&62	Chrysler - Dual Carb. Front Rear	9/32"	23/32"	B	7/16"	-	2 Index	-	-	-	-	-	-	-
1960-61	Chrysler-Dual Carb.	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	1800
1964	Chrysler-413" & Con. 383" Eng.	7/32"	3/4"	B	7/16"	-	2 Index	.020"	Index	3/8"	3/8"	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"	500	500 N	2100
1965-66	Chrysler 383" -413" 426" and 440" Eng.	7/32"	3/4"	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 7/64"	3 5/64"	-	2-Rich	3/8"	21/64"	900	500 Dr.	1400 Note 1
1966	Chrysler 426" Eng. Front Dual Carb.	5/16"	3/4"	B	7/16"	-	-	-	Index	3/8"	21/64"	650	600 Dr.	1500 Note 2
1966	Chrysler 426" Eng. Front Dual Carb. Rear	7/32"	3/4"	B	7/16"	-	-	-	Index	17/64"	-	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"	S/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"	500	-	700 Note 1
1965	Chrysler Marine M273B	7/32"	23/32"	B	7/16"	-	3 1/16"	.020"	2-Rich	1/4"	21/64"	500	-	700 Note 1
	Crosser 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 5/64"	.020"	2-Rich	7/32"	21/64"	600	600 Dr.	700 Note 1
1966	Dart 273" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T 3/32"	3 5/64"	-	Index	7/32"	21/64"	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"	600	600 Dr.	625 Note 1
	w/C.A.P.	5/16"	3/4"	B	7/16"	S/T 1/8"	3 5/64"	-	Index	1/4"	-	700	650 Dr.	1600 Note 2
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	-	-
		3/16"	3/4"	A	15/32"	1 9/64"	2 Index	.020"	Index	3/32"	-	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"	650	-	1450
1958-61	DeSoto	9/32"	23/32"	B	7/16"	-	-	-	-	-	-	-	-	-
1960-61	DeSoto - Dual Carbs.	9/32"	23/32"	B	7/16"	2 1/8"	2 Index	.012"	1-Rich	1/4"	23/64"	600	-	1400
		7/32"	23/32"	B	7/16"	-	-	-	Index	1/4"	3/8"	500	500 N	1800
		9/32"	23/32"	B	7/16"	-	-	-	Index	1/4"	29/64"	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"	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"	3/8"	500	500 N	1250
1960-61	Dodge Lancer 6 Cyl.	9/32"	23/32"	B	7/16"	-	-	-	Index	1/4"	23/64"	500	-	1800
1960-63	Dodge A. T. & Police S/T & A/T	7/32"	23/32"	B	7/16"	-	-	-	Manual	23/64"	1/64"	700	-	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"	500	500 N	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"	-	-	-	Manual	23/32"	1/64"	900	-	-
1965-66	Dodge-383"-413"-426" Eng.	7/32"	3/4"	B	7/16"	S/T 1/8"	3 7/32"	.020"	1-Rich	3/8"	21/64"	500	-	700 Note 1
		7/32"	3/4"	B	7/16"	S/T 3/32"	3 5/64"	.020"	2-Rich	3/8"	21/64"	500	500 Dr.	700 Note 1
1966	Dodge - 383" Eng. w/C.A.P.	7/32"	3/4"	B	7/16"	S/T 3/32"	3 5/64"	-	Index	7/32"	21/64"	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 3/32"	3 5/64"	-	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"	S/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
1967	Dodge 426" Eng. Dual (4324) Front	9/64"	23/32"	B	7/16"	-	3 1/16"	-	-	-	17/64"	750	-	-
1967	Dodge 426" Eng. Front Dual Carb w/C.A.P. Rear	5/16"	3/4"	B	7/16"	-	-	-	-	-	17/64"	750	-	-
		7/32"	3/4"	B	7/16"	2 1/8"	3 1/16"	.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"	-	3 1/16"	.030	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"	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.
 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.

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.
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"	.020"	1-Rich	5/64"	-	-	500	500 N	1800
1958	Ford 352" Eng.	5/16"	23/32"	B 15/32"	1 .086"	2 Index	.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 Index	.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 Index	.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 Index	.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 Index	.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 Index	.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 Index	.026"	1-Rich	1/8"	15/32"	1/64"	(450-525Dr.)	1600 Note 2	1600 Note 2
1967	Lincoln Std. 462" Eng. T/E 462" Eng.	3/16"	23/32"	B 15/32"	2 3/32"	2 Index	.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 Index	.026"	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"	.020"	1-Rich	5/64"	-	-	500	500 Dr.	1800
1959	Mercury	3/16"	23/32"	A 17/32"	1 .086"	2 Index	.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 Index	.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 Index	.012"	1-Rich	1/4"	23/64"	1/64"	650	-	1450
1960-61	Plymouth Dual Carb.	9/32"	23/32"	B 7/16"	- -	2 Index	.012"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1400
1960-62	Plymouth 318"-361" 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
1963	Plymouth-Dual Carb. 413" Eng.	7/32"	23/32"	B 7/16"	- -	2 Index	.020"	1-Rich	1/4"	3/8"	1/64"	500	500 N	1800
1963	Plymouth-383" Eng.	9/32"	23/32"	B 7/16"	- -	2 Index	.020"	Manual	-	29/64"	1/64"	900	-	1400
1964	Plymouth-Dual Carb. 426" Eng.	7/32"	23/32"	D 19/32"	- -	- -	- -	Index	3/8"	3/8"	1/64"	500	500 N	2100
1964	Plymouth-Police-Hi. Perf. & Can	7/32"	23/32"	B 7/16"	- -	3 7/32"	.020"	*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 1/8"***	3 5/64"	.020"	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"	A/T 7/64"***	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 1
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"	.030"	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"	.030	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"	.030"	Index	1/8"	-	1/64"	-	450 Dr.	1900
1958-60	Pontiac S/T	9/32"	23/32"	- 33/64"	1 .010"	2 Index	.026"	Index	1/8"	-	1/64"	500	-	2200
1958-60	Pontiac A/T	11/32"	23/32"	- 33/64"	1 .010"	2 Index	.026"	1-Rich	1/8"	-	1/64"	-	500 Dr.	2200
1960	Pontiac-Special 3010S Carb.	7/32"	23/32"	- 33/64"	1 .010"	2 Index	.026"	Index	5/32"	-	1/64"	600	550 Dr.	2000
1961	Pontiac-V8	11/32"	23/32"	A 31/64"	3 Flush	2 Index	.026"	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	.026"	1-Rich	5/32"	7/16"	1/64"	500	500 Dr.	2300
1964	Pontiac-389"-421" Eng. S/T	3/8"	23/32"	B 31/64"	3 Flush	2 Index	.026"	1-Rich	5/32"	7/16"	1/64"	300	500 Dr.	2500
1965	Pontiac 389"-421" Eng. Only A/T	9/32"	23/32"	A 31/64"	3 Flush	2 Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1965	Pontiac-389" Eng. Only A/T	9/32"	23/32"	A 31/64"	3 Flush	2 Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1965	Pontiac-421" Eng. Only A/T	11/32"	23/32"	A 33/64"	3 Flush	2 Index	.027"	2-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1966	Pontiac-389"-421" Eng. & w/A.I.R. A/T	11/32"	23/32"	B 35/64"	3 Flush	2 Index	-	1-Rich	5/32"	-	-	600	-	2500 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
1967	Pontiac 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	
1967	Pontiac 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
1967	Pontiac 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	.027"	Index	5/32"	7/16"	1/64"	650	-	-
1963	Studebaker-Gran-Turismo	9/32"	23/32"	B 27/64"	- -	2 Index	.044"	Index	5/32"	7/16"	1/64"	550	-	-
1961	Tempest 4 Cyl.	7/32"	23/32"	- 33/64"	3 Flush	2 Index	.026"	Index	5/32"	-	1/64"	600	-	-
1963-64	Tempest 326" Eng. All/T	11/32"	23/32"	B 31/64"	3 Flush	2 Index	.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 Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1965	HO. V8	11/32"	23/32"	A 31/64"	3 Flush	2 Index	.027"	1-Rich	5/32"	17/64"	1/64"	500	500 Dr.	2500 Note 3
1965	Tempest 389" Eng. S/T	11/32"	23/32"	A 31/64"	3 Flush	2 Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1966	GTO-V8	9/32"	23/32"	A 31/64"	3 Flush	2 Index	.027"	1-Rich	5/32"	17/64"	1/64"	600	-	2500 Note 3
1966	Tempest 326" Eng. HO. V8	9/32"	23/32"	B 35/64"	3 Flush	2 Index	-	1-Rich	5/32"	-	-	600	-	2800 Note 3
1966	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	-	2500 Note 3
1966	GTO-V8	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	.027"	1-Rich	5/32"	-	-	600	-	2500 Note 3
1967	Tempest Firebird 326" Eng. S/T w/A.I.R. S/T & A/T	11/32"	23/32"	B 35/64"	3 Flush	2 Index	.031"	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	.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"	.020"	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"	-	-	-

SECONDARY THROTTLE LEVER ADJ.

STEP 1. SECONDARY THROTTLE VALVE SHOULD JUST START TO OPEN WHEN THERE IS (SEE DATA TABLE) BETWEEN LOWER EDGE OF PRIMARY THROTTLE VALVE AND BORE OF CARBURETOR. TO ADJUST BEND CONNECTOR LINK.

STEP 2. PRIMARY AND SECONDARY THROTTLE VALVES TIGHTLY CLOSED, CHECK CLEARANCE BETWEEN LEVERS. TO ADJUST BEND SHOE ON LEVER.

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

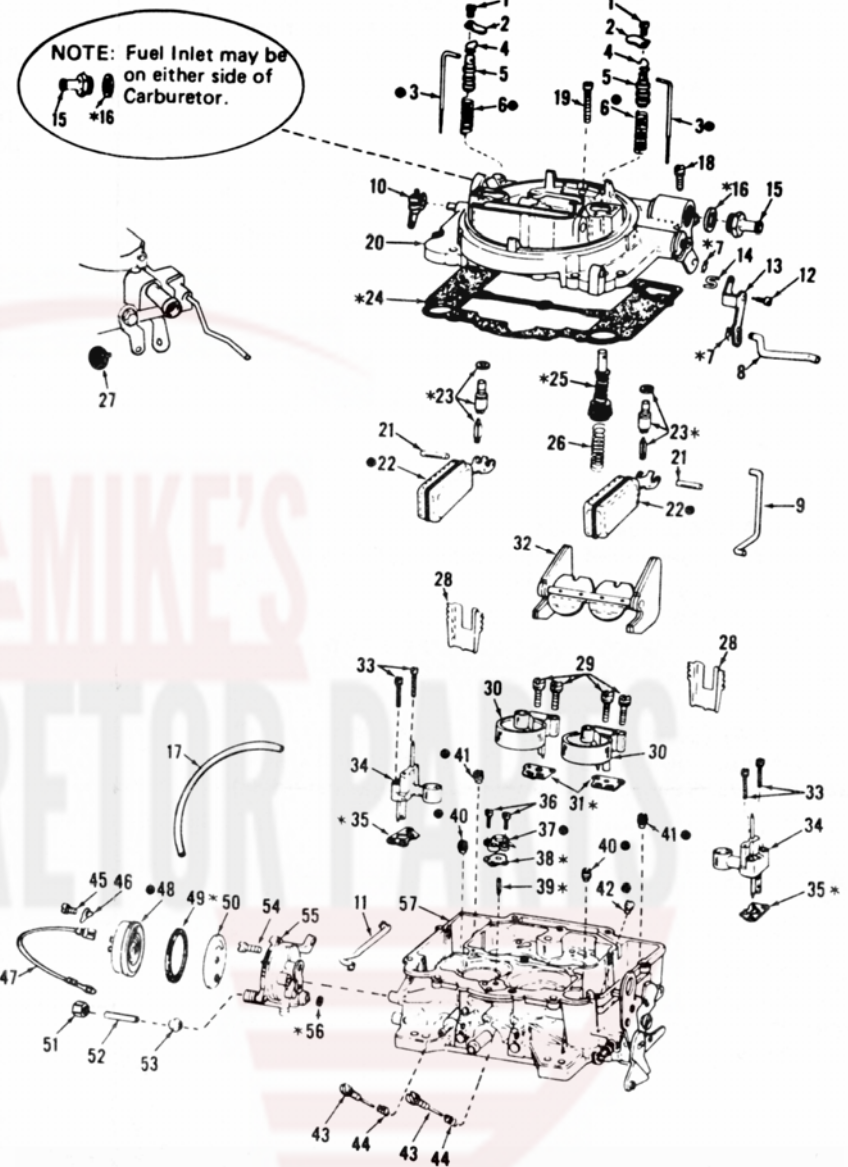
Clean all parts in an approved cleaning solvent. Special attention should be given to carbon deposits in throttle bore and passages. Rinse parts in suitable solvent. Blow out all passages with compressed air. Do not soak leather, rubber or similar material in solvent.

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
7. Pin spring (2)	28. Float bowl baffle (2)	49. Coil housing gasket
8. Pump connector rod (2)	29. Secondary venturi assy. screw (4)	50. Baffle plate
9. Fast idle cam connector rod (2)	30. Secondary venturi assembly (2)	51. 1/4" Compression nut
10. Countershaft lever (2)	31. Secondary venturi assy. gasket (2)	52. 1/4" Fresh air choke tube
11. Choke connector rod (2)	32. Auxiliary valves and shaft (2)	53. 1/4" Compression ferrule
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
14. Pump "S" link (2)	35. Primary venturi assembly gasket (2)	56. Piston housing gasket
15. Fuel inlet fitting (2)	36. Pump jet housing screw (2)	57. Throttle body casting
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° $1/8''$ 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° 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 $5/16''$ (+/- $1/64''$).

