FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

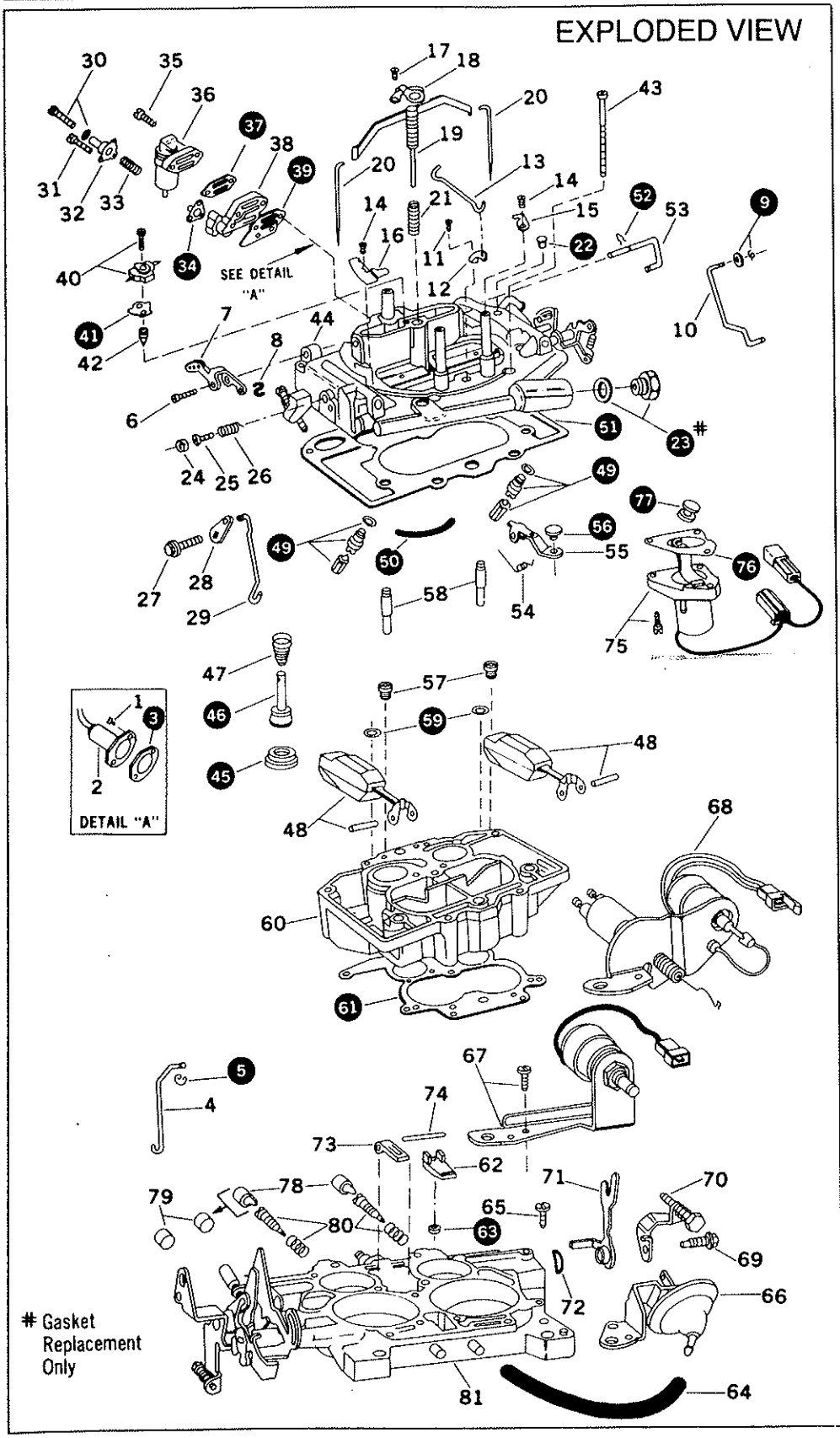
GF3841-2

TO REPAIR

CARTER CARBURETOR

4 BARREL—MODEL THERMO-QUAD

EXPLODED VIEW



1. **Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.**
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.
Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

1. Screw, Duty Cylce Solenoid
2. Solenoid, Duty Cycle*
3. Gasket, Duty Cycle Solenoid*
4. Retainer, Throttle Connector Rod
5. Rod, Throttle Connector
6. Screw, Pump Lever
7. Lever, Pump
8. "S" Link, Pump Connector
9. Retainer & Washer, Choke Diaphragm
10. Rod, Choke Diaphragm
11. Screw, Lever, Choke Diaphragm
12. Lever, Choke Countershaft
13. Rod, Choke Connector
14. Screw, Meter Rod Cover (2)
15. Cover, Metering Rod (Choke Side)
16. Cover, Metering Rod (Pump Side)
17. Screw, Piston Retainer
18. Retainer, Step-Up Piston
19. Piston Assembly, Step-Up
20. Rod, Metering (2)
21. Spring, Piston Assembly
22. Plug, Bowl Vent Measuring Hole*
23. Fitting & Gasket, Fuel Inlet
24. Plug, Air Valve Lock
25. Screw, Air Valve Adjusting
26. Spring, Air Valve
27. Screw, Countershaft
28. Lever, Countershaft
29. Rod, Fast Idle
30. Screw & Washer, Idle Enrichment* (1)
31. Screw, Idle Enrichment* (2)
32. Cover, Idle Enrichment*
33. Spring, Idle Enrichment*
34. Diaphragm, Enrichment*
35. Screw, Altitude Compensator*
36. Compensator, Altitude*
37. Gasket, Altitude Compensator
38. Housing, Altitude Compensator & Idle Enrichment
39. Gasket, Casting, Altitude Compensating & Idle Enrichment
40. Screw & Pump Nozzle Assembly
41. Gasket, Pump Nozzle Assy.
42. Needle, Pump Discharge
43. Screw, Air Horn Assy.
44. Air Horn Assembly
45. Check Valve, Pump Intake
46. Pump Piston Assembly
47. Spring, Pump Plunger
48. Float & Pin Assy. (2)
49. Needle, Seat & Gasket Assembly (2)
50. Tube, Fuel Passage
51. Gasket, Air Horn
52. Clip, Bowl Vent Link*
53. Link, Bowl Vent Connecting*
54. Spring, Bowl Vent Lever*
55. Lever, Bowl Vent*
56. Seal, Bowl Vent*
57. Jet, Primary Metering (2)
58. Jet, Secondary Metering (2)
59. "O" Ring Primary (2)
60. Main Body
61. Gasket, Main Body to Throttle Body
62. Valve, Idle Compensator
63. Seat, Idle Compensator
64. Hose, Choke Diaphragm
65. Screw, Choke Diaphragm Bracket
66. Choke Diaphragm Assy.
67. Solenoid Assembly & Mounting Screw
68. Transducer & Solenoid Assembly
69. Screw, Bowl Vent Lever*
70. Lever Assy., Bowl Vent
71. Fork Lever, Bowl Vent
72. Washer, Throttle Shaft
73. Lifter, Step-Up Piston
74. Lifter Pin, Step-Up Piston
75. Solenoid, Bowl Vent Valve & Screw (3)*
76. Gasket, Solenoid Mounting
77. Valve, Bowl Vent, Rubber*
78. Cap, Limiter (2)
79. Plug, Sealed Mixture Screw (2)†
80. Screw & Spring, Idle Mixture
81. Throttle Body Assembly

NOTE: Circled parts are included in most kits. Extra parts are included for other kits.

* Some Models † See Fig. N.

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☞ **PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.**

DISASSEMBLY—ASSEMBLY NOTES

1. SPECIFICATION DATA MAY NOT BE AVAILABLE FOR ALL CARBURETORS AND SINCE THE FLOAT LEVEL SETTING IS AN ESSENTIAL ADJUSTMENT, IT IS RECOMMENDED THAT THE ORIGINAL SETTING BE MEASURED & RECORDED BEFORE DISMANTLING FLOAT ASSY.
2. WHEN REMOVING TRANSDUCER (68) DO NOT DISTURB ADJUSTMENT.
3. INDEX POSITION OF MIXTURE SCREWS (80) BEFORE CAREFULLY REMOVING LIMITER CAPS (78). ONCE CAPS ARE REMOVED, TURN SCREWS IN UNTIL LIGHTLY SEATED (COUNTING NUMBER OF TURNS). TURN OUT TO INDEX MARK & RECORD NUMBER OF TURNS FOR RE-ASSEMBLY.

1. BEFORE INSTALLING PUMP ASSEMBLY PLUNGER (46), LUBRICATE CUP AND FLARE IT. INSTALL ROD END THROUGH HOLE IN AIR HORN ASSY. (44). HOLD IN PLACE WITH "S" LINK (8).
2. POSITION STEP-UP PISTON ASSY. (19) WITH GUIDE DIMPLES FACING CHOKE VALVE.
3. BE SURE PRIMARY "O" RINGS (59) ARE CORRECTLY SEATED IN MAIN BODY (60) BEFORE INSTALLING AIR HORN ASSY. (44).
4. WHEN INSTALLING AIR HORN ASSEMBLY (44) ON MAIN BODY (60), BE SURE CONNECTING LINK (53) IS POSITIONED IN FORK LEVER (71).

ADJUSTMENT DATA

FIG. A
FLOAT LEVEL ADJUSTMENT

1. INVERT AIR HORN COVER WITH GASKET IN PLACE.
2. WITH FLOATS RESTING LIGHTLY ON NEEDLES, MEASURE AS SPECIFIED FROM GASKET SURFACE OF AIR HORN TO BOTTOM OUTER EDGE (FLAT SURFACE) OF FLOAT.
3. IF ADJUSTMENT IS REQUIRED, BEND LEVER AS SHOWN. **NOTE:** BOTH FLOATS MUST BE EQUALLY ADJUSTED. ALSO, NEVER ALLOW NEEDLES TO BE PRESSED INTO SEATS SINCE DAMAGE TO THE RUBBER TIP MAY RESULT.

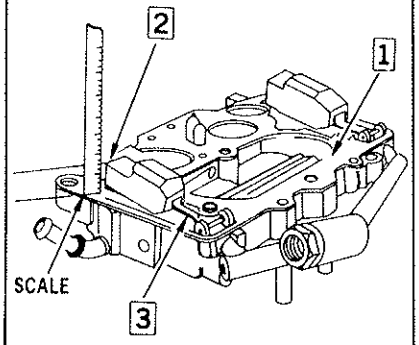


FIG. B
SECONDARY THROTTLE LINKAGE ADJUSTMENT

1. INVERT CARBURETOR & MAINTAIN FAST IDLE LEVER IN CURB IDLE POSITION.
2. MOVE THROTTLE VALVES TO WIDE OPEN POSITION. THE PRIMARY & SECONDARY LEVERS SHOULD BOTH CONTACT STOPS AT THE SAME TIME.
3. IF ADJUSTMENT IS REQUIRED, BEND SECONDARY THROTTLE CONNECTING LINK AS SHOWN.

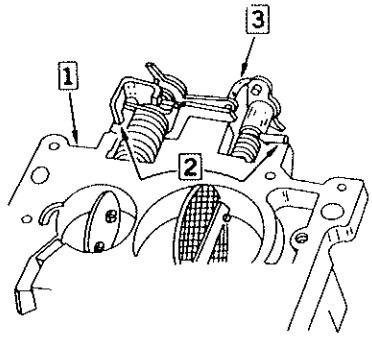


FIG. C
PUMP ADJUSTMENT

1. POSITION THROTTLE CONNECTOR ROD IN SPECIFIED HOLE OF PUMP ARM.
2. WITH THROTTLE LEVER AT CURB IDLE, MEASURE DISTANCE AS SPECIFIED BETWEEN TOP OF PUMP PLUNGER ROD TO SURFACE OF AIR HORN.
3. IF ADJUSTMENT IS REQUIRED, BEND THROTTLE CONNECTOR ROD WHERE SHOWN.

NOTE: SEE FOOTNOTE 4, PAGE 4 (IF APPLICABLE).

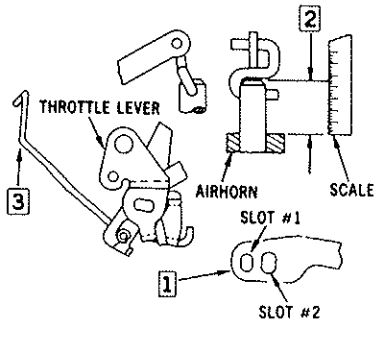


FIG. D
SECONDARY AIR VALVE OPENING ADJUSTMENT

1. WITH AIR VALVE WIDE OPEN, MEASURE DISTANCE AS SPECIFIED BETWEEN AIR HORN WALL & INNER EDGE OF AIR VALVE.
2. IF ADJUSTMENT IS REQUIRED, BEND CORNER AS SPECIFIED AT NOTCH OF AIR VALVE USING A PAIR OF PLIERS.

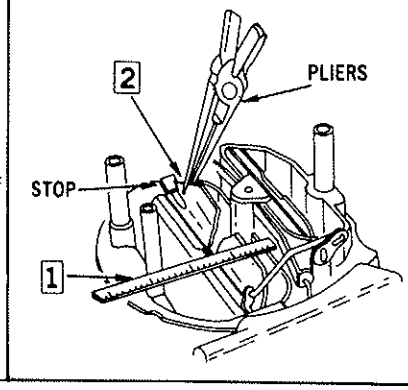


FIG. E
AIR VALVE SPRING TENSION ADJUSTMENT

1. IF ADJUSTMENT IS REQUIRED, LOOSEN LOCK PLUG (EXP VIEW 24) WITH SPECIAL WRENCH.
2. INSERT A LONG NARROW BLADED SCREWDRIVER TO TURN CENTER ADJUSTING SCREW (25) CLOCKWISE UNTIL AIR VALVE ROTATES TO WIDE OPEN POSITION, THUS RELEASING TENSION ON SPRING (26).
3. AT THIS POINT AIR VALVE & LEVER SHOULD ROTATE FREELY WITHOUT BINDING.
4. NEXT, TURN ADJUSTING SCREW COUNTER-CLOCKWISE UNTIL AIR VALVE TOUCHES LIGHTLY ON STOP, THEN ADDITIONAL TURNS AS SPECIFIED.
5. RE-SET BY HOLDING ADJUSTING SCREW STATIONARY & TIGHTEN LOCK PLUG.

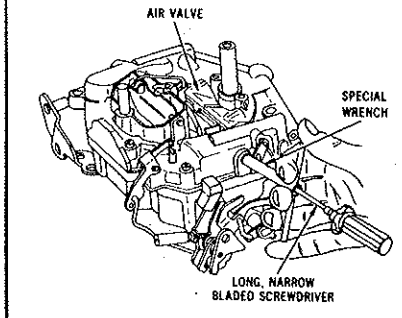
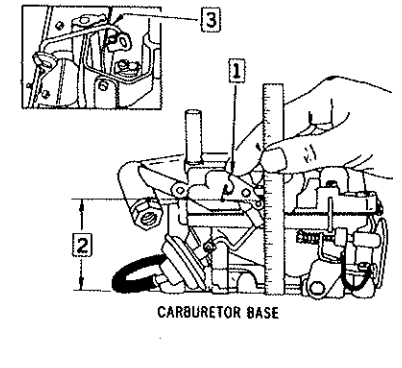


FIG. F
CHOKE CONTROL LEVER ADJUSTMENT

1. PLACE CARB. ON FLAT SURFACE (AS SHOWN) & CLOSE CHOKE BY APPLYING LIGHT PRESSURE TO CHOKE LEVER WITH THROTTLE SLIGHTLY OPEN.
2. MEASURE AS SPECIFIED FROM TOP OF ROD HOLE IN CHOKE LEVER TO FLAT SURFACE OF CARBURETOR BASE (AS SHOWN).
3. IF ADJUSTMENT IS REQUIRED, BEND CHOKE CONNECTOR LINK. **NOTE:** IF CHOKE CONTROL LEVER ADJ. IS ALTERED, VACUUM KICK, FAST IDLE CAM & CHOKE UNLOADER ADJUSTMENTS MUST ALSO BE RE-SET.



ADJUSTMENT DATA (CONT'D)

FIG. G
DIAPHRAGM CONNECTOR ROD ADJUSTMENT

1. CONNECT AN OUTSIDE VACUUM SOURCE & APPLY 15 INCHES OF VACUUM OR MORE TO FULLY SEAT DIAPHRAGM.
2. USING A GAUGE OR DRILL, MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR VALVE & STOP.
3. IF ADJUSTMENT IS REQUIRED, BEND ROD AS SHOWN.

NOTE: IF THIS ADJUSTMENT HAS BEEN CHANGED, VACUUM KICK ADJUSTMENT MUST ALSO BE CORRECTED.

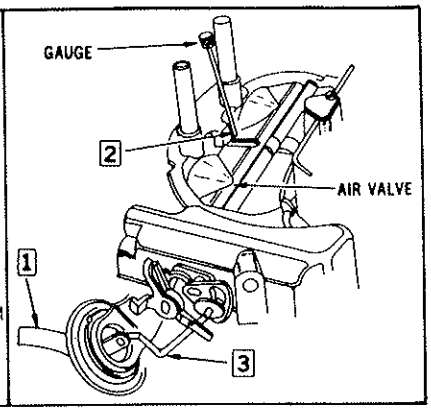


FIG. H
CHOKE VACUUM KICK ADJUSTMENT

NOTE: MAKE THIS ADJUSTMENT AFTER CHOKE CONTROL LEVER & CHOKE CONNECTOR ROD ADJUSTMENTS HAVE BEEN MADE.

1. OPEN THROTTLE TO RELEASE CAM AT CLOSED CHOKE POSITION, CLOSE THROTTLE. NOW CONNECT AN OUTSIDE VACUUM SOURCE TO VACUUM BREAK & DRAW 15 INCHES OF VACUUM OR MORE.
2. APPLY CLOSING PRESSURE ON CHOKE LEVER UNTIL TANG CONTACTS STOP.
3. USING A GAUGE OR DRILL, MEASURE AS SPECIFIED BETWEEN LOWER SIDE OF CHOKE VALVE & WALL OF AIR HORN. **CAUTION:** WITH GAUGE IN PLACE, DO NOT CHANGE POSITION OF CHOKE.
4. IF ADJUSTMENT IS REQUIRED, TWIST SCREWDRIVER IN TANG SLOT AS NEEDED. DO NOT ADJUST DIAPHRAGM ROD.

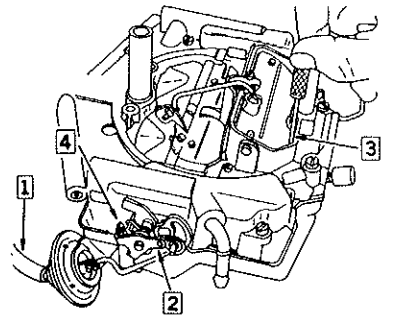


FIG. I
FAST IDLE CAM & LINK ADJUSTMENT

1. POSITION FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM.
2. CLOSE CHOKE VALVE BY APPLYING A LIGHT CLOSING PRESSURE TO CONNECTOR ROD LEVER.
3. USING A DRILL OR GAUGE MEASURE AS SPECIFIED BETWEEN LOWER SIDE OF CHOKE VALVE & WALL OF AIR HORN.
4. IF ADJUSTMENT IS REQUIRED, BEND CONNECTOR ROD (AS SHOWN).

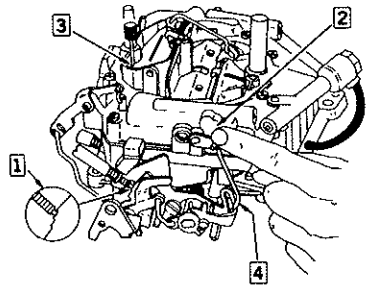


FIG. J
UNLOADER ADJUSTMENT

1. MAINTAIN THROTTLE VALVES IN WIDE OPEN POSITION.
2. LIGHTLY PRESS LEVER TO MOVE CHOKE TOWARD CLOSED POSITION.
3. USING A DRILL OR GAUGE, MEASURE AS SPECIFIED BETWEEN LOWER SIDE OF CHOKE VALVE & WALL OF AIR HORN. **CAUTION:** WITH GAUGE IN PLACE, DO NOT CHANGE POSITION OF CHOKE.
4. IF ADJUSTMENT IS REQUIRED, BEND TANG ON FAST IDLE LEVER.

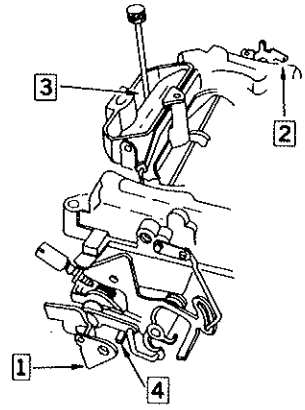


FIG. K
SOLENOID VENT ADJUSTMENT

PROCEDURE I - BENCH

NOTE: ADJUST SOLENOID BEFORE INSTALLING ON CARBURETOR.

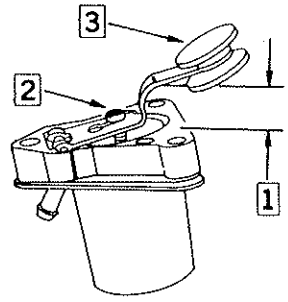
1. REMOVE RUBBER VALVE & MEASURE CLEARANCE, AS SPECIFIED BELOW, USING A GAUGE OR DRILL BETWEEN EDGE OF SOLENOID HOUSING & VENT VALVE OPERATING LEVER.
2. IF ADJUSTMENT IS REQUIRED, TURN SCREW AS NEEDED ON VALVE LEVER.
3. REPLACE RUBBER VALVE IN ARM AFTER ADJUSTMENT.

CLEARANCE 13/64" - 1980 MODELS

PROCEDURE II - ON CAR

1. REMOVE HOSE FROM SOLENOID BOWL VENT DIAPHRAGM & SUBSTITUTE AN OUTSIDE VACUUM SOURCE.
2. CHECK FOR VALVE MOVEMENT BY LOOKING DOWN THE AIR HORN VENT PIPE WHILE APPLYING 15 INCHES OR MORE OF VACUUM.
3. TURN IGNITION SWITCH **ON** & DISCONNECT OUTSIDE VACUUM. VALVE SHOULD MAINTAIN A DOWN POSITION UNTIL IGNITION IS TURNED **OFF.**
4. IF THE VALVE DOES NOT INDICATE ANY MOVEMENT WHEN VACUUM IS APPLIED TO DIAPHRAGM, THE DIAPHRAGM IS LOCKING & THE UNIT MUST BE REPLACED. HOWEVER, IF THE VALVE REMAINS IN THE UP POSITION WITH IGNITION TURNED **ON** & VACUUM REMOVED, THE SOLENOID OR WIRING CIRCUIT IS DEFECTIVE.

PROCEDURE I - BENCH



PROCEDURE II - ON CAR

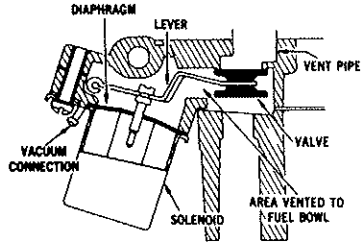


FIG. L
SECONDARY THROTTLE LOCKOUT ADJUSTMENT

1. APPLY A DOWNWARD LIGHT PRESSURE ON THE FAST IDLE SCREW TO ROTATE CHOKE CONTROL LEVER TO WIDE OPEN CHOKE POSITION.
2. USING A GAUGE OR DRILL, MEASURE AS SPECIFIED BETWEEN LOCKOUT LEVER & STOP.
3. IF ADJUSTMENT IS REQUIRED BEND TANG AS SHOWN.

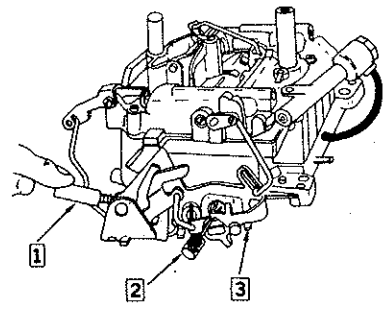
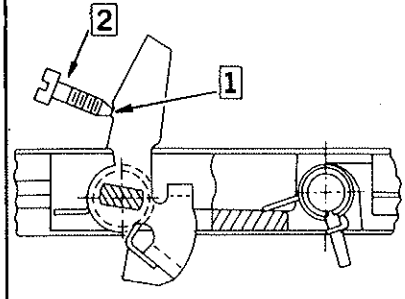


FIG. M
FAST IDLE SPEED ADJUSTMENT

1. SET FAST IDLE SPEED SCREW ON SECOND STEP OF FAST IDLE CAM.
2. USING SCREWDRIVER, ADJUST FAST IDLE R.P.M. AS SPECIFIED **NOTE:** SEE ENGINE DECAL IF R.P.M. IS NOT LISTED IN SPEC. CHART.



REMOVAL - MIXTURE SCREWS

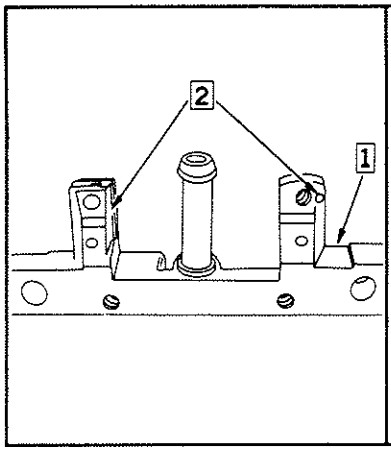


FIG. N
SEALED MIXTURE SCREWS
REMOVAL (IF REQUIRED)

1. PLACE CARBURETOR IN A HOLDING DEVICE WITH MIXTURE SCREW LOCATIONS FACING UPWARD.
2. a)START A PILOT DRILL (.086") ON A 45° ANGLE UPWARDS TOWARDS SEALED PLUGS IN THE SIDE OF MIXTURE SCREW HOUSINGS. THEN INCREASE DRILL SIZE TO .120".
   b)PLACE A PUNCH IN HOLE & DRIVE OUT SEALED PLUGS.
   c)INSERT A SHARP PUNCH INSIDE MIXTURE SCREW HOLES & DRIVE OUT ROLL PINS.
   d)MARK POSITION OF MIXTURE SCREWS (80), TURN IN UNTIL LIGHTLY SEATED (COUNTING NUMBER OF TURNS). TURN OUT TO INDEX MARK & RECORD NUMBER OF TURNS FOR RE-ASSEMBLY.

SPECIFICATIONS BY APPLICATION

CHRYSLER CORP. CARS/DODGE TRUCKS — SPECIFICATION I.D.-A

Carburetor No.	Float Level	Fig.	Secondary Throttle Linkage	Fig.	Pump Adj.	Fig.	Secondary Air Valve Opening	Fig.	Air Valve Spring Tension	Fig.	Choke Control Lever	Fig.	Diaphragm Connector Rod	Fig.	Choke Vacuum Kick	Fig.	Fast Idle Cam & Link	Fig.	Unloader	Fig.	Solenoid Vent	Fig.	Secondary Throttle Lockout	Fig.
TQ9104S	7/8"	A	—		1/2"△	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9108S	27/32"	A	—		1/2"△[2]	C	1/2"	D	2 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	13/16"	K	.075"	L
TQ9109S	13/16"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9110S	13/16"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9111S	13/16"	A	—		1/2"[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9112S	7/8"	A	—		1/2"[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9116S	7/8"	A	—		1/2"†[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9117S	7/8"	A	—		1/2"†[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	3/32"	J	13/64"	K	.075"	L
TQ9118S	7/8"	A	—		1/2"†[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	3/32"	J	13/64"	K	.075"	L
TQ9123S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9124S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9125S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9126S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9134S	7/8"	A	—		1/2"☆[3]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9136S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9137S	7/8"	A	—		1/2"☆[1]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/16"	K	.075"	L
TQ9140S	29/32"	A	—		1/2"△[2]	C	1/2"	D	2 Turns	E	3-3/8"	F	.040	G	5/32"	H	3/32"	I	5/16"	J	13/16"	K	.075"	L
TQ9147S	7/8"	A	—		1/2"☆[1]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9149S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	3/32"	J	13/64"	K	.075"	L
TQ9150S	7/8"	A	—		1/2"☆[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	3/32"	J	13/64"	K	.075"	L
TQ9151S	7/8"	A	—		1/2"☆[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	3/32"	J	13/64"	K	.075"	L
TQ9152S	7/8"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9153S	7/8"	A	—		1/2"☆	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	5/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9154S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9161S	13/16"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/64"	K	.075"	L
TQ9172S	29/32"	A	—		1/2"△[2]	C	3/64"	D	2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9173S	7/8"	A	—		11/32"◇[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	9/64"[4]	H	3/32"	I	7/64"	J	13/64"	K	.075"	L
TQ9174S	29/32"	A	—		1/2"△[2]	C	3/64"	D	2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9180S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9182S	29/32"	A	—		1/2"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9183S	29/32"	A	—		33/64"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	9/64"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9185S	29/32"	A	—		33/64"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9187S																								
TQ9188S	29/32"	A	—		1/2"△[1]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/16"	K	.075"	L
TQ9190S	7/8"	A	—		1/2"☆[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	13/64"	K	.075"	L
TQ9193S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9194S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9195S	7/8"	A	—		1/2"☆	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9196S	29/32"	A	—		1/2"☆	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9197S	29/32"	A	—		1/2"☆	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9198S	29/32"	A	—		1/2"☆	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9202S	29/32"	A	—		1/2"☆	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9207S	29/32"	A	—		1/2"☆	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	9/64"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9208S	29/32"	A	—		1/2"☆	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	9/64"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L

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SPECIFICATIONS BY APPLICATION (Cont'd)

CHRYSLER CORP. CARS/DODGE TRUCKS — SPECIFICATION I.D.-A

Carburetor No.	Float Level	Fig.	Secondary Throttle Linkage	Fig.	Pump Adj.	Fig.	Secondary Air Valve Opening	Fig.	Air Valve Spring Tension	Fig.	Choke Control Lever	Fig.	Diaphragm Connector Rod	Fig.	Choke Vacuum Kick	Fig.	Fast Idle Cam & Link	Fig.	Unloader	Fig.	Solenoid Vent	Fig.	Secondary Throttle Lockout	Fig.
TQ9209S	29/32"	A	—		1/2"☆[3]	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	9/64"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9210S	29/32"	A	—		1/2"☆	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	9/64"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9211S																								
TQ9212S	29/32"	A	—		31/64"☆[1]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	—	G	7/64"[4,5]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9214S																								
TQ9215S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9216S	29/32"	A	—		33/64"△[2]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9217S																								
TQ9218S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9219S																								
TQ9221S																								
TQ9222S	29/32"	A	—		1/2"☆[2]	C	3/64"	D	2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	13/16"	K	.075"	L
TQ9223S	29/32"	A	—		33/64"△	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[5]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9224S	29/32"	A	—		5/16"-3/16"	C	1/2"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9225S	29/32"	A	—		5/16"-3/16"	C	1/2"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9226S	27/32"	A	—		31/64"☆	C	1/2"	D	2-5/8 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9227S	29/32"	A	—		1/2"△[1]	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9228S	29/32"	A	—		33/64"☆[1]	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9229S	29/32"	A	—		33/64"☆[1]	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9234S	29/32"	A	—		33/64"++[1]	C	1/2"	D	2 Turns	E	3-3/8"	F	.040	G	7/64"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9236S	29/32"	A	—		31/64"☆[3]	C	1/2"	D	2 Turns	E	3-3/8"	F	.040	G	3/32"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9244S	29/32"	A	—		33/64"++[1]	C	1/2"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	3/32"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9245S	7/8"	A	—		1/2"☆[3]	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9246S	29/32"	A	—		1/2"☆[1]	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9247S	29/32"	A	—		31/64"☆	C	7/16"	D	1-1/4 Turns	E	3-3/8"	F	.040	G	7/64"[5]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9248S																								
TQ9250S	29/32"	A	—		1/2"☆[1]	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9251S																								
TQ9252S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9255S																								
TQ9256S	7/8"	A	—		1/2"☆[1]	C	1/2"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[6]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9265S	29/32"	A	□		33/64"△[1]	C	7/16"	D	1-1/2 Turns	E	3-3/8"	F	.040	G	9/64"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9266S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9268S	29/32"	A	—		1/2"☆[1]	C	1/2"	D	2-1/2 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	5/16"	J	—	K	.075"	L
TQ9269S	29/32"	A	—		33/64"☆[1]	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9270S	29/32"	A	—		33/64"△	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[5]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9271S	29/32"	A	—		1/2"△	C	3/8"	D	3 Turns	E	3-3/8"	F	.040	G	3/32"[4]	H	3/32"	I	1/2"	J	—	K	.075"	L
TQ9273S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9275S	29/32"	A	—		33/64"☆[1]	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	1/8"[6]	H	1/8"	I	5/16"	J	—	K	.075"	L
TQ9276S	29/32"	A	—		33/64"☆[1]	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	1/8"[6]	H	1/8"	I	5/16"	J	—	K	.075"	L
TQ9277S	29/32"	A	—		33/64"☆[1]	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	1/8"[6]	H	1/8"	I	5/16"	J	—	K	.075"	L
TQ9278S	29/32"	A	—		33/64"☆[1]	C	7/16"	D	2 Turns	E	3-3/8"	F	.040	G	1/8"[6]	H	1/8"	I	5/16"	J	—	K	.075"	L
TQ9280S	□		□		□		□		□		□		□		□		□		□		□		□	
TQ9281S	29/32"	A	33/64"△[1]	B	—		3/8"	D	2 Turns	E	3-3/8"	F	.040	G	11/64"[5]	H	1/8"	I	5/16"	J	—	K	.075"	L
TQ9304S	29/32"	A	—		1/2"☆[1]	C	□	D	2 Turns	E	3-3/8"	F	.040	G	7/64"[5]	H	7/64"	I	5/16"	J	13/64"	K	.075"	L
TQ9305S	29/32"	A	—		1/2"☆[1]	C	□	D	2 Turns	E	3-3/8"	F	.040	G	7/64"[5]	H	7/64"	I	5/16"	J	13/64"	K	.075"	L
TQ9340S	29/32"	A	—		1/2"☆[1]	C	□	D	2 Turns	E	3-3/8"	F	.040	G	7/64"[5]	H	7/64"	I	5/16"	J	13/64"	K	.075"	L

CHRYSLER — SPECIFICATION I.D.-A

Year	Model	Float Level	Fig.	Secondary Throttle Linkage	Fig.	Pump Adj.	Fig.	Secondary Air Valve Opening	Fig.	Air Valve Spring Tension	Fig.	Choke Control Lever	Fig.	Diaphragm Connector Rod	Fig.	Choke Vacuum Kick	Fig.	Fast Idle Cam & Link	Fig.	Unloader	Fig.	Solenoid Vent	Fig.	Secondary Throttle Lockout	Fig.
1984	318A Eng. -Fed.	29/32"[7]	A	See Text	B	33/64"[8]	C	13/32"	D	1-3/4 Turns	E	3-3/8"	F	3/64"	G	1/8"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
1983-82	318A Eng. A/T Canada Carb. # TQ9374S	29/32"[7] □	A	See Text □	B	33/64"[8] □	C	13/32" □	D	1-7/8 Turns □	E	3-3/8" □	F	3/64" □	G	3/32" □	H	3/32" □	I	5/16" □	J	See Text □	K	5/64" □	L
1981	318A Eng. -Fed. A/T	29/32"[7]	A	See Text	B	33/64"[9]	C	1/2"	D	1-3/4 Turns	E	3-3/8"	F	3/64"	G	1/8"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
	-Cal. A/T	29/32"[7]	A	See Text	B	33/64"[9]	C	1/2"	D	1-3/4 Turns	E	3-3/8"	F	3/64"	G	1/8"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
	-Can. A/T	29/32"[7]	A	See Text	B	33/64"[8]	C	1/2"	D	1-7/8 Turns	E	3-3/8"	F	3/64"	G	3/32"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
1980	318 Eng. A/T -Export & Canada	29/32"[7]	A	See Text	B	11/32"[9]	C	1/2"	D	2-5/8 Turns	E	3-3/8"	F	3/64"	G	3/32"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	Model	Float Level	Fig.	Secondary Throttle Linkage	Fig.	Pump Adj.	Fig.	Secondary Air Valve Opening	Fig.	Air Valve Spring Tension	Fig.	Choke Control Lever	Fig.	Diaphragm Connector Rod	Fig.	Choke Vacuum Kick	Fig.	Fast Idle Cam & Link	Fig.	Unloader	Fig.	Solenoid Vent	Fig.	Secondary Throttle Lockout	Fig.
DODGE TRUCK (LIGHT DUTY) — SPECIFICATION I.D.-A																									
1984	360 Eng. -Fed. -A/T	29/32"[7]	A	See Text	B	11/32"[6]	C	15/32"	D	2-1/2 Turns	E	—	F	3/64"	G	11/64"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
	-M/T	29/32"[7]	A	See Text	B	11/32"[8]	C	7/16"	D	2 Turns	E	—	F	3/64"	G	1/8"	H	1/8"	I	5/16"	J	See Text	K	5/64"	L
	-Calif.	29/32"[7]	A	See Text	B	11/32"[8]	C	15/32"	D	2-1/2 Turns	E	—	F	3/64"	G	3/16"	H	3/32"	I	5/16"	J	See Text	K	5/64"	L
1983	318 Eng. -Fed.	29/32"[7]	A	See Text	B	11/32"[8]	C	27/64"	D	2-1/2 Turns	E	—	F	3/64"	G	1/8"	H	3/32"	I	5/16"	J	See Text	K	1/16"	L
	-Calif.	29/32"[7]	A	See Text	B	11/32"[8]	C	3/8"	D	2-1/2 Turns	E	—	F	3/64"	G	1/8"	H	1/8"	I	5/16"	J	See Text	K	1/16"	L
	360 Eng. -Fed.	29/32"[7]	A	See Text	B	11/32"[8]	C	7/16"	D	2 Turns	E	—	F	3/64"	G	1/8"	H	1/8"	I	5/16"	J	See Text	K	1/16"	L
	-Calif.	29/32"[7]	A	See Text	B	11/32"[8]	C	3/8"	D	2 Turns	E	—	F	3/64"	G	3/16"	H	3/32"	I	5/16"	J	See Text	K	1/16"	L
1983-82	318A Eng. Carb. # TQ9341S	29/32" □	A	See Text □	B	11/32"[8] □	C	27/64" □	D	2 Turns[11] □	E	— □	F	3/64" □	G	1/8" □	H	1/8"[12] □	I	5/16" □	J	See Text □	K	5/64" □	L
I.H.C. — SPECIFICATION I.D.-B																									
1980	345 Eng. -Calif. Fed.	29/32"	A	See Text	B	11/32"[13] [14]	C	1/2"	D	1-1/2 Turns	E	3-3/8"	F	3/64"	G	[15]		3/32"	I	5/16"	J	13/16"	K	5/64"	L
1979	345 Eng.	29/32"	A	See Text	B	11/64"[13] [14]	C	17/32"	D	1-1/4 Turns	E	3-3/8"	F	3/64"	G	[15]		3/32"	I	5/16"	J	13/16"	K	5/64"	L

FOOTNOTES:

+ Solenoid energized.
✓ Automatic Thermostatically controlled with fixed setting.
■ See decal in engine compartment.
□ Data not available at present.
* Cellular floats set at 29/32".
++ Stage 2 set 25/64".
# Distance measured from top of bowl cover to bottom of "S" link.
• For pump adjustment see Stage II, Fig. 6A.
△ Stage 2 set 5/16".
☆ Stage 2 set 23/64".
† Stage 2 set 3/64".
◊ Stage 2 set 9/64".

[1] Pump rod location inner.
[2] Pump rod location center.
[3] Pump rod location outer.
[4] Vacuum kick high 19/32".
[5] Vacuum kick high 31/64".
[6] Vacuum kick high 15/32".
[7] Plus or minus 1/32"
[8] Slot No. 1
[9] Slot No. 2
[10] Second Step Procedure (Some Models). Open throttle until secondary shaft starts to move. Hold at this position. Measure again from top of bowl cover to top of plunger stem. Should read 25/64". To adjust, bend tang on primary throttle shaft.
[11] Carb. # TQ9342S set 2-1/2 Turns.
[12] Carb. # TQ9342S set 3/32".
[13] Place rod in center hole on 3 hole levers and in inner hole on 2 hole levers.
[14] Follow procedures set forth in footnote 4 except should read 9/64".
[15] See Shop Manual.