

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

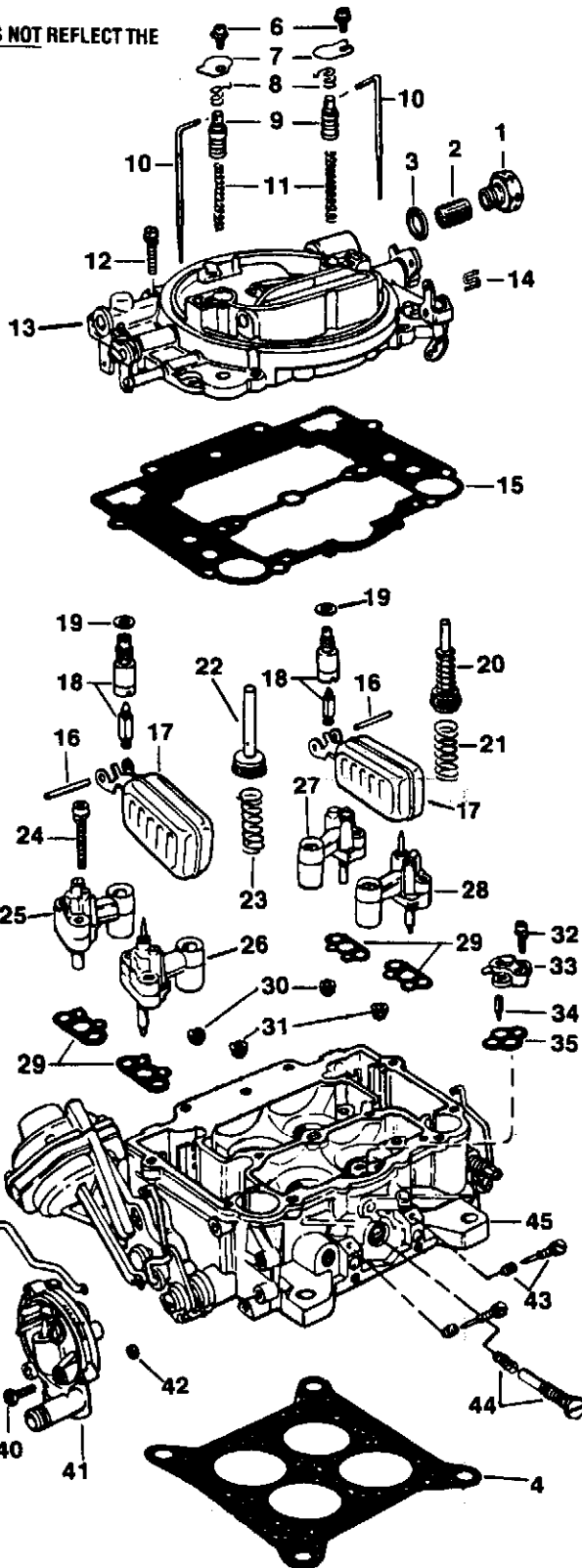
TO REPAIR

GF3561-8

CARTER CARBURETOR

4 BARREL—Model AFB

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



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 shown 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 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. 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. Fitting, fuel inlet
2. Filter, fuel inlet
3. Washer, fitting
4. Gasket, flange
5. Rod, choke connector
6. Screw, cover plate (2)
7. Cover, step-up piston (2)
8. Retainer, step-up piston
9. Step-up piston
10. Rod, step-up piston (2)
11. Spring, step-up piston (2)
12. Screw, air horn (10)
13. Air horn Assy.
14. Linkage, pump connector
15. Gasket, air horn
16. Pin, float hinge (2)
17. Float Assy. (2)
18. Needle & seat Assy. (2)
19. Washer, needle & seat (2)
20. Pump plunger Assy.
21. Spring, pump return
22. Dashpot plunger Assy.
23. Spring, dashpot return
24. Screw, primary & secondary venturi (8)
25. Secondary venturi Assy. (choke side)
26. Primary venturi Assy. (choke side)
27. Secondary venturi Assy. (pump side)
28. Primary venturi Assy. (pump side)
29. Gasket, venturi cluster (4)
30. Jet, secondary metering (2)
31. Jet, primary metering (2)
32. Screw, pump jet housing (2)
33. Housing, pump jet
34. Needle, pump discharge
35. Gasket, pump jet housing
36. Screw, choke cover (3)
37. Retainer, choke cover (3)
38. Thermostatic coil & cover Assy.
39. Gasket, choke cover
40. Screw, piston housing (3)
41. Piston housing Assy.
42. Washer, piston housing
43. Idle mixture needle & spring (2)
44. Screw & spring, idle air adjust by-pass
45. Main body Assy.

DISASSEMBLY and ASSEMBLY NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. On C.A.P. carburetors, do not remove idle mixture screws (43) as damage may occur.
3. Before removing pump connector linkage (14), pump arm has to be removed (shown attached to air horn assy.).
4. While disassembling rods and linkages, notice from which holes they are removed. Record for proper assembly.
5. Assemble in reverse order of disassembly.
6. If idle adjusting screws were removed or disturbed, turn in until lightly seated, then back out 1½ turns for initial setting.
7. Make sure metering jets are installed correctly. Primary jets (31) have a larger hole.
8. NOTE: Venturi clusters (25, 26, 27, 28) are not interchangeable. Make sure each one is fully seated in its place against gasket.
9. Before installing pump plunger (20) and dashpot plunger (22), lightly lubricate cups with oil and flare for proper function.

ADJUSTMENT DATA

FIG. 1

FIG. 1 FLOAT LEVEL ADJUSTMENT

1. Invert air horn assy. Retain gasket in place.
 2. Measure distance between top of float (at outer end) and air horn gasket. It should be as specified.
 3. To adjust, bend float lever.
 4. Check if floats are parallel to outer edge of air horn casting. If not, bend float lever as necessary.
- CAUTION:** Do not allow needle to be pressed into seat as damage to the tip and/or a false setting will result.

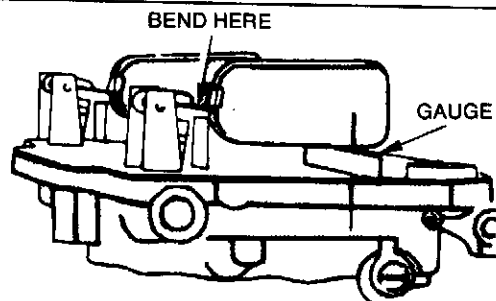


FIG. 2

FIG. 2 FLOAT DROP ADJUSTMENT

1. Hold air horn assy. upright and level. Retain gasket in place.
2. Measure distance between top of float (at outer end) and air horn gasket. It should be as specified.
3. To adjust, bend float stop tab.

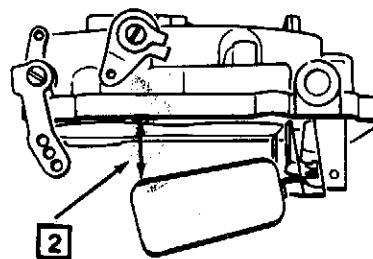


FIG. 3

FIG. 3 PUMP ADJUSTMENT

1. Place connecting rod in specified hole A, B, or C. See specification chart.
2. While holding choke valve wide open, back out idle speed screw until throttle valves are closed.
3. Measure distance between top of pump plunger and air horn casting.
4. To adjust, bend rod where shown.

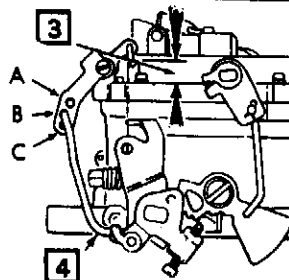


FIG. 4

FIG. 4 CHOKE PISTON LINKAGE ADJUSTMENT

TYPE I:

1. With choke valve closed, measure distance between piston lever and stop in housing. It should be as specified.
2. Adjust by loosening clamp screw of lever on countershaft arm and repositioning lever.
3. If lever is riveted to shaft, adjust by bending rod.

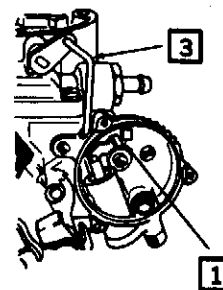
TYPE II*:

4. Hold throttle valve open to prevent fast idle cam from contacting adjusting screw.
5. With choke valve open, place a wire gauge (made by bending a .026 diameter wire 90° 1/8" from its end) between top of slot in piston cylinder and bottom of slot in piston.
6. Close choke valve until resistance is felt against wire gauge. Measure distance between top of choke valve and wall of air horn. It should be as specified.
7. To adjust, bend rod as in step 3.

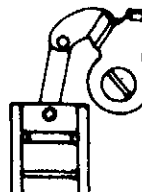
TYPE III:

8. With choke valve closed, top of piston should be flush with top of cylinder.
9. To adjust, bend rod as in step 3.

TYPE I:



TYPE III:



ADJUSTMENT DATA (Cont'd)

FIG. 5

FAST IDLE LINKAGE ADJUSTMENT

1. Hold choke valve closed.
2. Align end of fast idle screw with index mark on cam by bending connecting rod at 'A'.
3. Models without index mark (early 1957), check clearance between inner and outer choke shaft levers. It should be as specified.
4. To adjust, bend rod at 'A'.

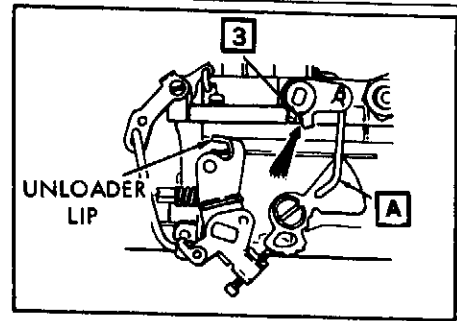
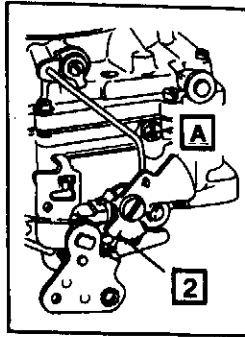


FIG. 6

FAST IDLE ADJUSTMENT

1. Hold choke valve closed and fast idle adjusting screw on index mark.
2. Tighten adjusting screw until specified clearance between primary throttle valve and carburetor bore is obtained. See specification chart.

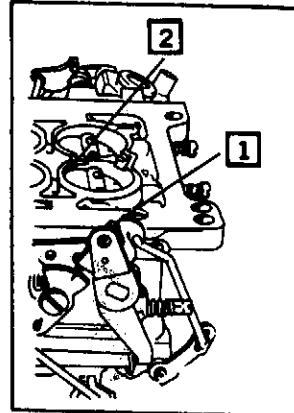


FIG. 7

I. UNLOADER ADJUSTMENT

1. Hold primary throttle valves wide open.
2. Measure distance between upper edge of choke valve and inner wall of air horn using gauge or drill bit. It should be as specified.
3. To adjust, bend unloader lip. See Fig. 5.

II. IDLE ADJUSTMENT

With engine at normal temperature and transmission in neutral, adjust idle speed screw (A) for specified R.P.M. Adjust both idle mixture screws (B) for smoothest engine operation.

NOTE: On some models idle speed is controlled by an air by-pass adjustment screw (C) and throttle valves remain seated. Adjust as follows:

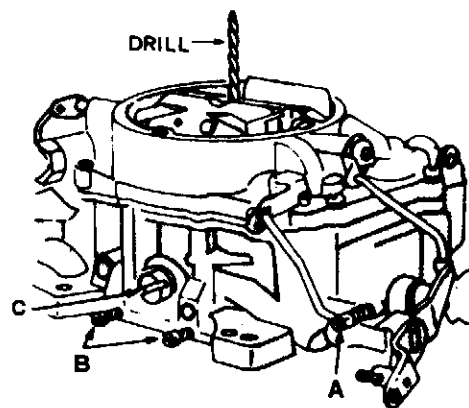
1. Open air by-pass screw (C) approximately two full turns from seated position.
2. Start engine. Adjust air by-pass screw (C) for specified R.P.M.
3. Turn mixture screws to obtain smoothest idle.
4. Correct idle speed by readjusting idle by-pass air screw. Then readjust mixture screws. If necessary, repeat.

CALIFORNIA IDLE SETTING—1966-67

CADILLAC: Open idle mixture screw 2½ to 4 turns from seated position. With air conditioner off and transmission in drive range, adjust mixture and speed as described under Idle Adjustment.

NOTE: Idle R.P.M. (550) should be set with transmission stator switch at maximum angle, service brake on, or stator switch "on" and air injection operating. (Stator switch is combined with stop light switch on brake pedal.)

DODGE AND PLYMOUTH: 1967-68 Cleaner Air Package Carburetors. See Car Dealer Shop Manual for proper idle mixture procedure.



ADJUSTMENT DATA (Cont'd)

FIG. 8

BOWL VENT ADJUSTMENT (if equipped)

TYPE I:

1. Keep throttle valves closed.
2. Measure distance "A" between valve and its seat at smallest opening. It should be as specified.
3. To adjust, bend tang "B".

TYPE II:

4. Remove rivet plug "A" from hole in air horn.
5. Insert a narrow ruler in hole. Allow ruler to rest lightly on top of valve.
6. Measure distance from top of hole in casting.
7. To adjust, bend valve operating lever "B". Install rivet plug.

NOTE: If pump stroke has been changed from standard setting, readjust bowl vent valve setting.

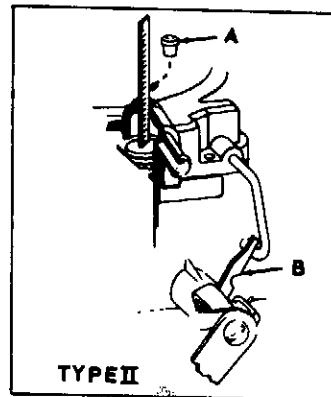
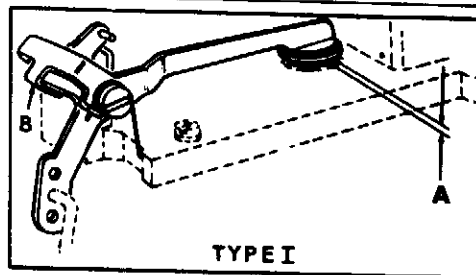


FIG. 9

CHOKE DIAPHRAGM LINKAGE ADJUSTMENT

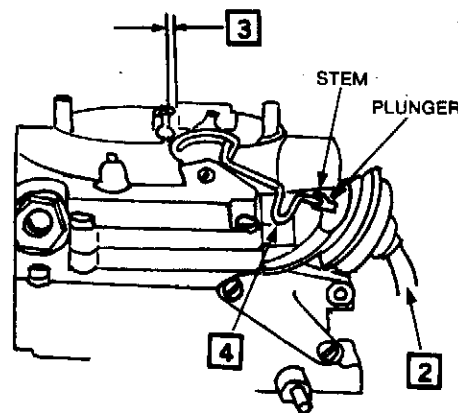
NOTE: For models with diaphragm controlled choke.

1. Close choke valve by opening throttle valves. (Engine not running).
2. Apply outside vacuum source (minimum 10Hg.) until diaphragm is fully seated in housing.
An alternate way: Press stem until diaphragm is fully seated. On 1965-67 models, press plunger and not stem to seat diaphragm.
3. Apply light closing pressure to choke valve without forcing and measure dimension between upper edge of choke valve and inner wall of air horn. Use gauge or drill bit.

4. To adjust, bend link.

NOTE: Remove operating link when adjusting to prevent damage to diaphragm.

IMPORTANT: With vacuum hose reconnected but no vacuum applied, there must be some clearance between the choke operating link and both ends of slot in choke lever, in both open and closed choke valve positions. If a clearance does not exist, recheck adjustment of operating link.



Other Adjustments:

DASHPOT ADJUSTMENT (if equipped)

1. Hold throttle valves closed and push diaphragm stem until fully seated.

2. Adjust dashpot to obtain 1/8" between dashpot stem and throttle lever.

IDLE SPEED SOLENOID ADJUSTMENT (if equipped)

1. With engine at normal operating temperature, turn idle speed solenoid adjusting screw in or out to obtain 900 R.P.M. or 1000 R.P.M. for automatic transmission or manual transmission respectively.
2. Turn idle mixture screw in or out to obtain the smoothest idle.

3. It may be necessary to repeat step 1.
4. Turn carburetor idle speed screw (engine still running) in until its end just touches the throttle lever, then back out one full turn to obtain slow curb idle speed.

SPECIFICATIONS BY APPLICATION

| Year | MODEL | Float Level | Float Drop | Pump Adjust. | | Choke Position Linkage | | Fast Idle Link | Fast Idle Adjust. | Un-loader | Bowl Vent | Choke Diaph. Link | Auto. Choke | Idle R.P.M. | | Fast Idle R.P.M. |
|----------------------------------|---|--------------------|----------------|--------------|----------------|------------------------|-------------------|----------------|-------------------|--------------------|------------------|------------------------|--------------------|-------------|--------------------------------------|--------------------|
| | | | | Hole | Dim | Type | Dim | | | | | | | M/T | A/T | |
| SPECIFICATION I.D.-A | | | | | | | | | | | | | | | | |
| BUICK | | | | | | | | | | | | | | | | |
| 1960 | | 7/32 | 23/32 | — | 1/2 | III | Flush | Index | .020 | 7/32 | — | — | 2NR | 500 | 500 ¹ | 1500 |
| 1959-58 | | 7/32 | 23/32 | — | 33/64 | I | .010 | Index | .020 | 3/16 | — | — | 1NR | 475 | 475 ¹ | 1500 |
| 1957 | | 7/32 | 23/32 | — | 33/64 | I | 3/64 | Index | .010 | 3/16 | — | — | Index | 500 | 500 ¹ | 1500 |
| CHEVROLET | | | | | | | | | | | | | | | | |
| 1965-62 | 409 Eng. -Dual Carb. 327 Eng. & Corvette | 7/32 | 23/32 | — | 33/64 | II | 3/32 | Index | .015 | 1/4 | — | — | Index | — | — | 1700 |
| 1965-61 | 409 Eng. -Hi-Perf. | 7/32 | 23/32 | — | 33/64 | II | 5/64 | Index | .015 | 1/4 | — | — | Index | 600 | 500 ² | 1700 |
| 1961-56 | 348 Eng. | 7/32 | 23/32 | — | 31/64 | I | 3/16 | Index | .025 | 1/4 | — | — | Index | 700 | — | 1700 |
| | | 7/32 | 23/32 | — | 31/64 | I | .010 | Index | .015 | 1/4 | — | — | Index | 600 | 550 ² | 1700 |
| CHRIS-CRAFT MARINE | | | | | | | | | | | | | | | | |
| | 283, 327 Eng. | 13/64 | — | — | 33/64 | II | .097 | Index | .015 | 1/4 | — | — | 1NL | 500 | — | — |
| CRUSADER MARINE | | | | | | | | | | | | | | | | |
| | 283, 348 Eng. | 7/32 | — | — | 33/64 | I | .010 | Index | .012 | 3/16 | — | — | Index | 600 | — | — |
| PONTIAC | | | | | | | | | | | | | | | | |
| 1963-62 | Special 3010 Carb. | 11/32 7/32 | 23/32 23/32 | B — | 31/64 33/64 | III I | Flush .010 | Index Index | .026 .026 | 5/32 5/32 | — — | — — | 1NR Index | 500 600 | 500 ² 550 ² | 2300 — |
| SPECIFICATION I.D.-B | | | | | | | | | | | | | | | | |
| CHRYSLER | | | | | | | | | | | | | | | | |
| 1967 | w/C.A.P. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 7/32 | 5/32 | 5/64 | Index | 650 | 600 | 1400 |
| 1967 | w/o C.A.P. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | 5/32 | 1/8 | 2NR | 500 | 500 | 700 |
| 1966 | w/C.A.P. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 5/16 | — | 5/64 | Index | 650 | 600 | 1500 |
| 1966 | w/o C.A.P. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | — | 7/64 | 2NR | 500 | 500 | 700 |
| 1965 | | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | — | 7/64 ³ | Index | 500 | 500 | 700 |
| 1964 | | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | — | 1/8 | 2NR ⁴ | 500 | 500 | 700 |
| 1963-60 | 361, 383 Eng. -Can. | 7/32 | 23/32 | B | 7/16 | — | — | 7/32 | — | 3/8 | — | — | Index | 500 | 500 | 700 |
| 1959-63 | 383, 413 Eng. -Front -Rear | 9/32 | — | B | 7/16 | — | — | Index | .018 | 1/4 ⁵ | — | — | Index | 500 | 500 ¹ | — |
| 1959-63 | Non-Dual Carb. | 7/32 | — | B | 7/16 | II | 1/8 | Index | .020 | 1/4 | — | — | 1NR | 650 | 650 ¹ | — |
| 1958-57 | | 7/32 | — | B | 7/16 | I | .040 | Index | .020 | 1/4 | — | — | Index | 500 | 500 ¹ | — |
| | | 7/32 | — | B | 7/16 | I | .040 | Index | .010 | 1/4 | — | — | 1NR | 500 | 500 ¹ | — |
| CHRYSLER MARINE | | | | | | | | | | | | | | | | |
| | Early Models | 7/32 | — | B | 7/16 | — | — | Index | .020 | 1/4 | — | — | 2NR | 600 | — | — |
| | 318 Eng. -4699 Carb. | 5/16 | 23/32 | B | 7/16 | — | — | 5/64 | .020 | 3/8 | — | 1/8 | Index | 600 | 700 | — |
| | 383, 440 Eng. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | — | 5/32 | — | 600 | 700 | — |
| DeSOTO | | | | | | | | | | | | | | | | |
| 1961-58 | | 7/32 | 23/32 | B | 7/16 | — | — | Index | .020 | 1/4 | — | — | 1NR | 500 | 500 ¹ | 1800 |
| DODGE, PLYMOUTH | | | | | | | | | | | | | | | | |
| 1971 | Rear Carb. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | .025 ⁶ | 1/4 | 3/4 ⁷ | — | — | 900 | 900 | — |
| 1970 | Rear Carb. | 7/32 | 23/32 | B | 7/16 | II | 1/4 | 1/16 | .025 ⁶ | 1/4 | 3/4 ⁷ | — | 2NR | 900 | 900 | — |
| 1971-67 | Front Carb. | 19/64 | 23/32 | B | 7/16 | — | — | — | — | — | — | — | — | — | — | — |
| 1969-67 | Rear Carb. | 7/32 | 23/32 | B | 7/16 | II | 1/4 | 1/16 | .025 ⁶ | 1/4 | 5/32 | — | 2NR | 750 | 750 | — |
| 1966 | Rear Carb. | 7/32 | 23/32 | B | 7/16 | II | 1/8 | 1/16 | .030 | 1/4 | — | — | 2NR | 750 | — | — |
| | Front Carb. | 19/64 | 23/32 | B | 7/16 | — | — | — | — | — | — | — | — | — | — | — |
| 1965 | | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 | — | 7/64 ³ | Index | 500 | 500 | 700 |
| 1964 | | 7/32 | 23/32 | B | 7/16 | — | — | 7/32 | — | 3/8 | — | 1/8 | 2NR | 500 | 500 | 700 |
| 1963-61 | 383 Eng. | 7/32 | 23/32 | B | 7/16 | — | — | Index | .020 | 1/4 | — | — | Index ⁸ | 500 | 500 ¹ | — |
| 1962-60 | 313, 318, 361 Eng. | 7/32 | 23/32 | B | 7/16 | — | — | Index | .020 | 1/4 | — | — | Index ⁸ | 500 | 500 ¹ | — |
| 1959 | 360 Eng. | 7/32 | 23/32 | B | 7/16 | — | — | Index | .015 | 1/4 | — | — | Index ⁸ | 500 | 500 ¹ | — |
| 1959-58 | 313, 318 Eng. | 7/32 | 23/32 | B | 7/16 | — | — | Index | .012 | 1/4 | — | — | Index | 500 | 500 ¹ | — |
| SPECIFICATION I.D.-C | | | | | | | | | | | | | | | | |
| BUICK | | | | | | | | | | | | | | | | |
| 1967-66 | 340 Eng. | 3/16 | 3/4 | B | 7/16 | II | .095 ⁹ | Index | .030 | 5/32 | — | — | 1NR | 550 | 550 ² | 600 ¹⁰ |
| | 340 Eng. -w/A.I.R. | 3/16 | 3/4 | B | 7/16 | II | 5/64 | Index | .030 | 5/32 | — | — | 1NR | 550 | 550 ² | 600 ¹⁰ |
| 1966 | 400 Eng. | 3/16 | — | A | 1/2 | II | .115 ⁹ | Index | .030 | 7/32 | — | — | Index | 525 | 525 ² | 600 ¹⁰ |
| | 400 Eng. -w/A.I.R. | 15/64 | — | A | 1/2 | II | 7/64 | Index | .030 | 7/32 | — | — | Index | 525 | 525 ² | 600 ¹⁰ |
| | 401 Eng. -w/A.I.R. | 15/64 | — | B | 7/16 | II | 7/64 | Index | .030 | 7/32 | — | — | Index | 525 | 525 ² | 600 ¹⁰ |
| 1966-65 | 401, 425 Eng. | 15/64 | — | B | 7/16 | II | .109 ⁹ | Index | .030 | 7/32 | — | — | Index | 525 | 525 ² | 600 ¹⁰ |
| 1965 | 300 Eng. | 3/16 | 23/32 | B | 7/16 | II | .086 | Index | .026 | 1/8 | — | — | Index | 525 | 525 ² | 600 ¹⁰ |
| 1965-64 | Dual Carb. | 15/64 | 23/32 | A | 1/2 | II | 3/32 | Index | .025 | 7/32 | — | — | 1NR | 525 | 525 ² | 600 ¹⁰ |
| 1964-61 | | 15/64 | 23/32 | B | 7/16 | II | 3/32 | Index | .030 | 7/32 | — | — | Index | 550 | 550 ² | 650 ¹⁰ |
| | | 15/64 | 23/32 | B | 7/16 | II | 3/32 | Index | .030 | 7/32 | — | — | Index | 525 | 525 ² | 650 ¹⁰ |
| PONTIAC | | | | | | | | | | | | | | | | |
| 1960-58 | A/T | 11/32 | 23/32 | — | 33/64 | I | .010 | Index | .026 | 1/8 | — | — | 1NR | — | 500 ² | 2200 |
| 1957 | M/T | 9/32 | 23/32 | — | 33/64 | I | .010 | Index | .026 | 1/8 | — | — | Index | 500 | — | 2200 |
| | | 9/32 | 3/4 | — | 33/64 | I | .045 | Index | .010 | 1/8 | — | — | Index | — | 450 ² | 1900 |
| SPECIFICATION I.D.-D | | | | | | | | | | | | | | | | |
| CHRYSLER, DODGE, PLYMOUTH | | | | | | | | | | | | | | | | |
| 1967 | w/C.A.P. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 7/32 ¹¹ | 5/32 | 5/64 ¹² | Index | 650 | 600 | 1400 ²⁰ |
| 1966 | w/o C.A.P. | 5/16 ¹³ | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ¹⁴ | 5/32 | 1/8 ¹⁵ | 2NR | 500 | 500 | 700 |
| | w/C.A.P. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 5/16 ¹⁴ | — | 5/64 ¹⁶ | Index | 650 | 600 | 1500 ²⁰ |
| | w/o C.A.P. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ¹⁴ | — | 7/64 ^{18, 17} | 2NR | 500 | 500 | 700 |

continued on next page

SPECIFICATIONS BY APPLICATION (Cont'd)

| Year | MODEL | Float Level | Float Drop | Pump Adjust. | | Choke Position Linkage | | Fast Idle Link | Fast Idle Adjust. | Un-loader | Bowl Vent | Choke Diaph. Link | Auto. Choke | Idle R.P.M. | | Fast Idle R.P.M. |
|------|-------|-------------|------------|--------------|-----|------------------------|-----|----------------|-------------------|-----------|-----------|-------------------|-------------|-------------|-----|------------------|
| | | | | Hole | Dim | Type | Dim | | | | | | | M/T | A/T | |

SPECIFICATION I.D.-D (Cont'd) CHRYSLER, DODGE, PLYMOUTH (Cont'd)

| | | | | | | | | | | | | | | | | |
|---------|----------------------|---------------------|-------|---|------|---|---|------|------|-----------------------------------|-----|-----|-----|-----|-----|-----|
| 1965 | 426 Eng. -Dual Carb. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ¹⁴ , ¹⁸ | — | 1/8 | 2NR | 500 | 500 | 700 |
| 1965-64 | | 15/16 ¹⁹ | 23/32 | C | 7/16 | — | — | — | — | — | — | — | — | 900 | 900 | — |
| 1964 | | 7/32 | 23/32 | B | 7/16 | — | — | — | 7/32 | — | 3/8 | — | 1/8 | 2NR | 500 | 500 |

SPECIFICATION I.D.-E CHRYSLER, DODGE, PLYMOUTH

| | | | | | | | | | | | | | | | | |
|---------|------------|--------------------|-------|---|------|---|------|-------|------|--------------------|------|--------------------|-------|-----|------------------|--------------------|
| 1967 | w/C.A.P. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 7/32 | 5/32 | 5/64 ¹⁶ | Index | 650 | 600 | 1400 ²⁰ |
| 1966 | w/o C.A.P. | 5/16 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ¹⁴ | 5/32 | 1/8 | 2NR | 500 | 500 | 700 |
| | w/C.A.P. | 7/32 ²¹ | 23/32 | B | 7/16 | — | — | 1/16 | — | 5/16 ¹⁴ | — | 5/64 ¹⁶ | Index | 650 | 600 | 1500 ²⁰ |
| 1965 | w/o C.A.P. | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ¹⁴ | — | 7/64 ¹⁶ | 2NR | 500 | 500 | 700 |
| 1962-59 | | 7/32 | 23/32 | B | 7/16 | — | — | 1/16 | — | 3/8 ²² | — | 7/64 ¹⁶ | Index | 500 | 500 | 700 |
| 1958-57 | | 7/32 | 23/32 | B | 7/16 | — | — | Index | .015 | 1/4 | — | — | 2NR | 500 | 500 ¹ | 1800 |
| | | 7/32 | 23/32 | B | 7/16 | I | .067 | Index | .012 | 1/4 | — | — | 1NR | 500 | 500 ¹ | 1400 |

DODGE TRUCKS

| | | | | | | | | | | | | | | | | |
|---------|----------|------|-------|---|-------|---|---|---|---|---|---|---|---|-----|-----|---|
| 1968-60 | 413 Eng. | 7/32 | 23/32 | B | 33/64 | — | — | — | — | — | — | — | — | 500 | 500 | — |
|---------|----------|------|-------|---|-------|---|---|---|---|---|---|---|---|-----|-----|---|

SPECIFICATION I.D.-F AMERICAN MOTORS CO.

| | | | | | | | | | | | | | | | | |
|------|----------------------------|-------|-------|---|---------------------|----|------|-------|------|-------|---|---|-------|-----|------------------|--------------------|
| 1969 | 290, 343, 390 Eng. | 5/16 | 3/4 | B | 1/2 | II | 7/64 | Index | .020 | 5/32 | — | — | Index | 650 | 550 ² | — |
| 1968 | 290, 343 Eng. | 5/16 | 3/4 | B | 7/16 | II | 7/64 | Index | .018 | 5/32 | — | — | Index | 650 | 550 ² | 2000 ²⁴ |
| | Carb. No. 4467, 4583, 4622 | 11/32 | 23/32 | B | 13/32 | II | 7/64 | Index | .020 | 5/32 | — | — | 2NR | 650 | 550 ² | 2000 ²⁴ |
| 1967 | | 5/16 | 3/4 | B | 5/16 | II | 9/64 | Index | .018 | 17/64 | — | — | 2NR | 550 | 550 ¹ | 2000 ²⁴ |
| | w/290, 343 Eng. & A.G.P. | 5/16 | 3/4 | B | 25/64 ²³ | II | 7/64 | Index | .018 | 5/32 | — | — | 1NR | 650 | 550 ¹ | 1400 ²⁰ |

SPECIFICATION I.D.-G CHRIS-CRAFT MARINE

| | | | | | | | | | | | | | | | | |
|---------|----------|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|
| 1962-60 | 430 Eng. | 3/16 | 23/32 | A | 17/32 | I | .086 | Index | .030 | 1/8 | — | — | Index | 700 | — | — |
|---------|----------|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|

DEARBORN MARINE

| | | | | | | | | | | | | | | | | |
|--|--|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|
| | | 3/16 | 23/32 | A | 17/32 | I | 5/64 | Index | .030 | 1/8 | — | — | Index | 600 | — | — |
|--|--|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|

FORD, MERCURY

| | | | | | | | | | | | | | | | | |
|------|----------|------|-------|---|-------|----|------|-------|------|------|------|---|-------|-----|------------------|-------------------|
| 1960 | 430 Eng. | 3/16 | 23/32 | A | 17/32 | II | 1/8 | Index | .040 | 1/8 | — | — | Index | 525 | 500 ² | 625 ¹⁰ |
| 1959 | 430 Eng. | 3/16 | 23/32 | A | 17/32 | I | .086 | Index | .030 | 1/8 | — | — | Index | 500 | 450 ² | 550 ¹⁰ |
| 1958 | 352 Eng. | 5/16 | 23/32 | B | 15/32 | I | .086 | Index | .026 | 5/64 | — | — | 2NL | 600 | 500 ² | 650 ¹⁰ |
| 1957 | 312 Eng. | 5/32 | 23/32 | B | 15/32 | I | .086 | Index | .010 | .020 | 5/64 | — | 1NR | 500 | 500 ⁴ | 1800 |

GRAY MARINE

| | | | | | | | | | | | | | | | | |
|--|----------|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|
| | 327 Eng. | 3/16 | 23/32 | A | 17/32 | I | 5/64 | Index | .030 | 1/8 | — | — | Index | 500 | — | — |
|--|----------|------|-------|---|-------|---|------|-------|------|-----|---|---|-------|-----|---|---|

LINCOLN

| | | | | | | | | | | | | | | | | |
|---------|----------|------|-------|---|-------|----|------|-------|------|-----|---|---|-------|-----|------------------|--------------------|
| 1966 | All | 3/16 | 23/32 | B | 15/32 | II | 1/8 | Index | .026 | 1/8 | — | — | 1NR | 450 | 525 ² | 1600 ²⁰ |
| 1965-63 | 430 Eng. | 3/16 | 23/32 | A | 17/32 | II | 3/32 | Index | .026 | 1/8 | — | — | 1NR | — | 475 ² | 650 ¹⁰ |
| 1960 | | 3/16 | 23/32 | A | 17/32 | II | 1/8 | Index | .040 | 1/8 | — | — | Index | 525 | 475 ² | 625 ¹⁰ |
| 1959 | | 3/16 | 23/32 | A | 17/32 | I | .086 | Index | .030 | 1/8 | — | — | Index | — | 450 ² | 500 ¹⁰ |

SPECIFICATION I.D.-H CADILLAC

| | | | | | | | | | | | | | | | | |
|---------|--|------|-------|---|-------|-----|-------|-------|------|------|---|---|-------|-----|------------------|--------------------|
| 1966 | | 3/8 | 15/16 | A | 15/32 | III | Flush | Index | .022 | 5/16 | — | — | Index | — | 500 ² | 1700 ²⁴ |
| 1965-61 | | 3/8 | 15/16 | A | 15/32 | III | Flush | Index | .023 | 5/16 | — | — | Index | — | 500 ² | 1700 |
| 1960-57 | | 5/16 | 23/32 | A | 15/32 | I | .040 | Index | .023 | 9/23 | — | — | Index | 500 | 450 ² | 1750 |

PONTIAC

| | | | | | | | | | | | | | | | | |
|---------|---------------------------|---------------------|-------|-----------------|---------------------|-----|-------|-------|------|------|---|---|-----|-----|------------------|--------------------|
| 1967 | 326, 400 Eng. -w/A.I.R. | 5/16 ²⁵ | 23/32 | B | 35/64 | III | Flush | Index | .030 | 5/32 | — | — | 1NR | 700 | 600 ² | 2500 ²⁴ |
| 1966-65 | -w/o A.I.R. | 5/16 ²⁶ | 23/32 | B | 35/64 | III | Flush | Index | .030 | 5/32 | — | — | 1NR | 600 | 500 ² | 2500 ²⁴ |
| | 326 Eng. | 3/8 ²⁵ | 23/32 | B | 35/64 ²⁸ | III | Flush | Index | .027 | 5/32 | — | — | 1NR | 500 | 500 ² | 2500 ²⁴ |
| 1966 | 389, 421 Eng. | 5/16 | 23/32 | B | 35/64 | III | Flush | Index | .030 | 5/32 | — | — | 1NR | 600 | 500 ² | 2500 ²⁴ |
| | 389 Eng. -w/A.I.R. & A.T. | 1/4 ²⁷ | 23/32 | B | 35/64 | III | Flush | Index | .027 | 5/32 | — | — | 1NR | 700 | 600 ² | 2500 ²⁴ |
| 1965 | 389, 421 Eng. | 5/16 | 23/32 | A | 15/32 | III | Flush | Index | .025 | 5/32 | — | — | 1NR | 500 | 500 ² | 2500 ²⁴ |
| 1964-63 | 326 Eng. | 11/32 ²⁵ | 23/32 | B | 31/64 | III | Flush | Index | .027 | 5/32 | — | — | 1NR | 500 | 500 ² | 2500 ²⁴ |
| 1964-61 | 389, 421 Eng. | 21/64 | 23/32 | B ²⁹ | 15/32 | III | Flush | Index | .025 | 5/32 | — | — | 1NR | 500 | 500 ² | 2500 ²⁴ |

FOOTNOTES

- ¹ In Neutral position.
- ² In Drive position.
- ³ Carb. No. 3855, 59 set 1/8.
- ⁴ Carb. No. 3611, 14 set Index.
- ⁵ Carb. No. 3486, 3520 set 3/8.
- ⁶ Place idle screw on second highest step of cam (1968 and later).
- ⁷ See Fig. 8, Type II.
- ⁸ 1962-63 Carb. (Canada) set 2NR.
- ⁹ Carb. No. 4059 set 3/32; 4055, 4331 set 5/64; 4180 set 7/64.
- ¹⁰ Fast idle screw on bottom or low step of fast idle cam.
- ¹¹ Carb. No. 4311, 12 set 5/16; 4328, 29 set 3/8.
- ¹² Carb. No. 4312, 28, 29 and Dart & Valiant set 1/8.
- ¹³ Carb. No. 4326, 27 set 7/32.
- ¹⁴ Dart & Valiant set 7/32.
- ¹⁵ Carb. No. 4326 set 7/32.

- ¹⁶ Dart & Valiant set 1/8.
- ¹⁷ Carb. No. 3854 set 3/32.
- ¹⁸ Carb. No. 3853, 54; 4309 set 7/32.
- ¹⁹ Carb. No. 3861 set 5/32.
- ²⁰ Fast idle screw on second highest step of fast idle cam.
- ²¹ Carb. No. 4318 set 9/32.
- ²² Carb. No. 4310 and Dart & Valiant set 7/32.
- ²³ Carb. No. 4353 set 31/64.
- ²⁴ Fast idle screw on highest step of fast idle cam.
- ²⁵ Carb. No. 3686 set 21/64; 3900, 4036 set 1/4.
- ²⁶ Carb. No. 4243 set 3/8.
- ²⁷ Vehicles with M/T set 5/16.
- ²⁸ 1965 set 31/64.
- ²⁹ Carb. No. 3123, 24, 25 set in Hole A.

ABBREVIATIONS

- A/T Automatic Transmission
- A.G.P. Air Guard Package
- A.I.R. Air Injection Reactor
- Can. Canada
- C.A.P. Clean Air Package
- Dim. Dimension
- M/T Manual Transmission
- N/L Notch Lean
- N/R Notch Rich
- w/ with
- w/o without