FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

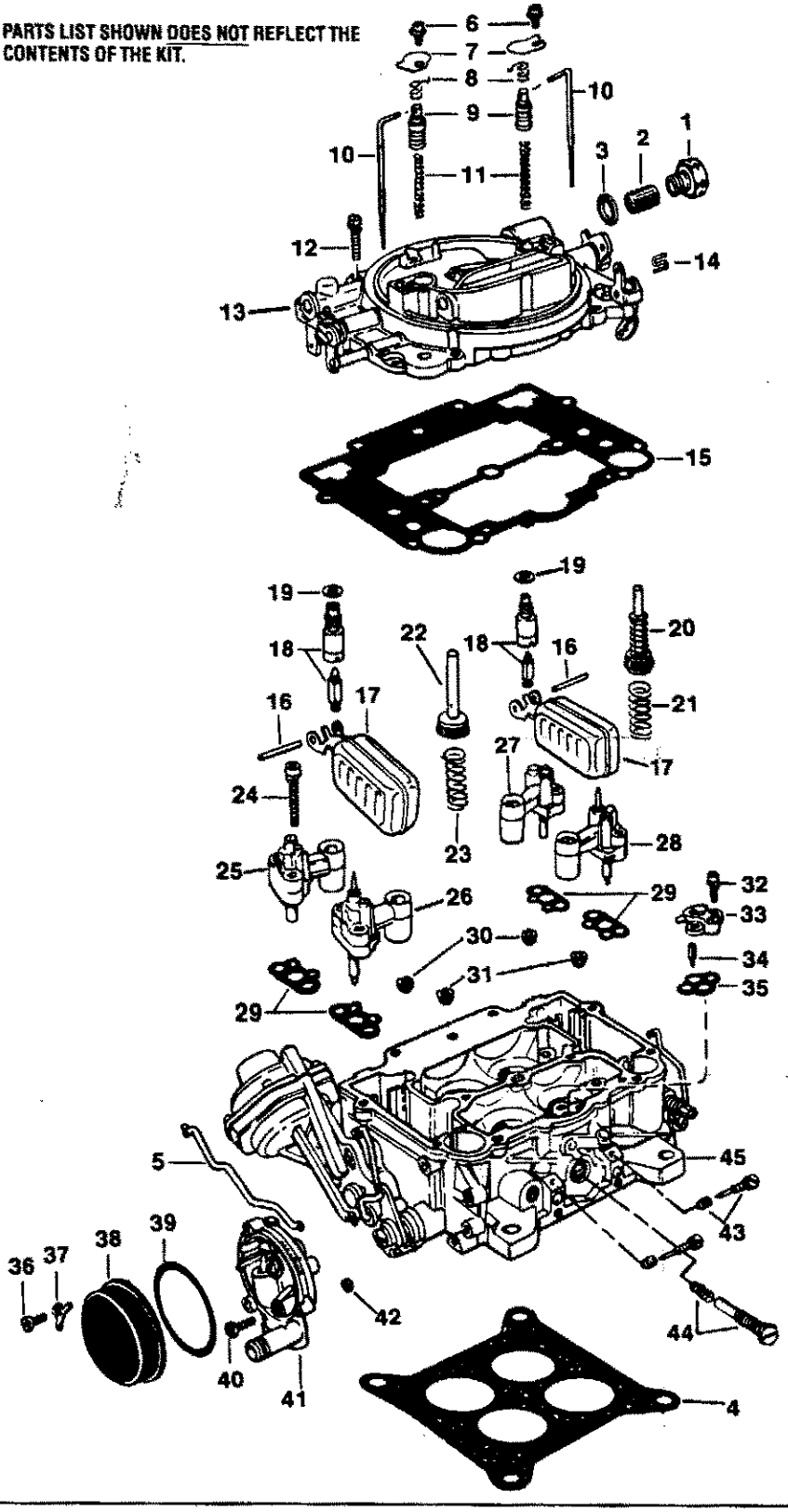
GF3561-8

TO REPAIR

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.
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. 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
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.

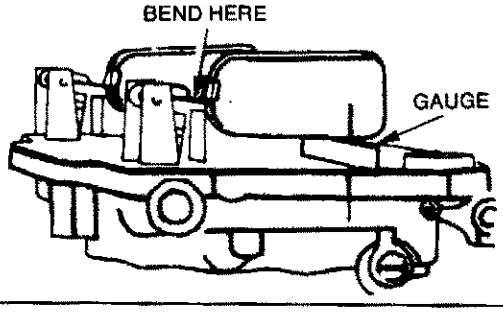


FIG. 2
FLOAT DROP ADJUSTMENT

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.

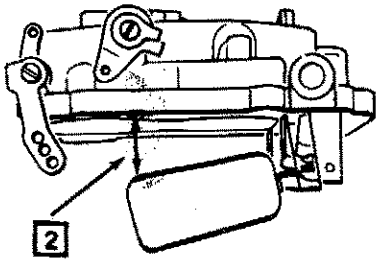


FIG. 3
PUMP ADJUSTMENT

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.

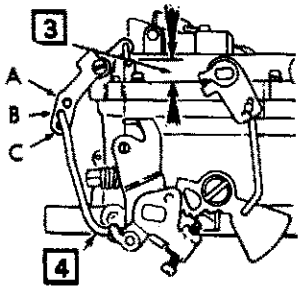


FIG. 4
CHOKE PISTON LINKAGE ADJUSTMENT

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.

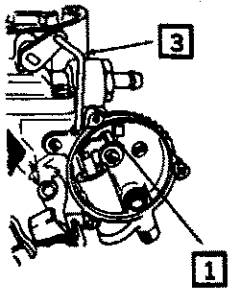
TYPE II*:

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:

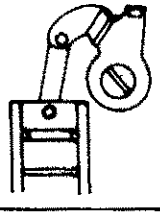
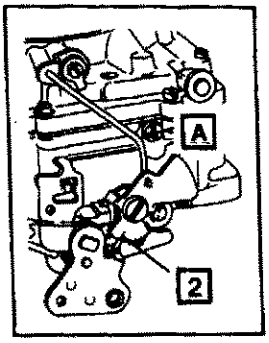


*Illustration Not Shown.

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'.



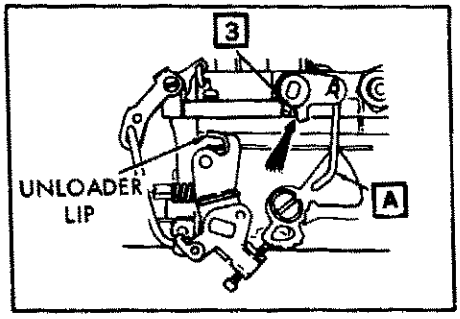


FIG. 6
FAST IDLE ADJUSTMENT

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.

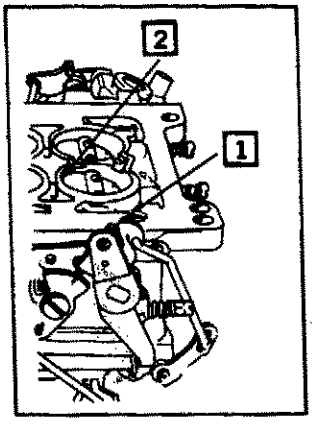


FIG. 7
I. UNLOADER ADJUSTMENT

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.

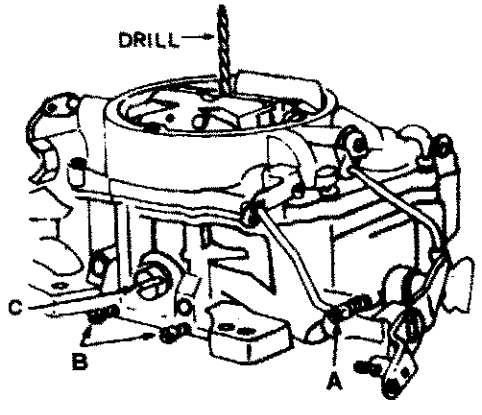


FIG. 8
BOWL VENT ADJUSTMENT (if equipped)

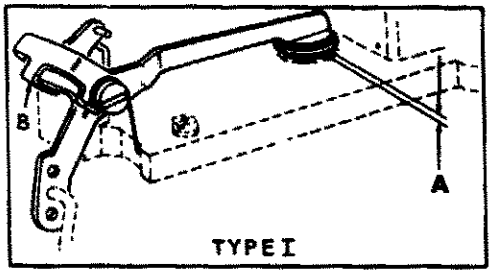
TYPE I:

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.



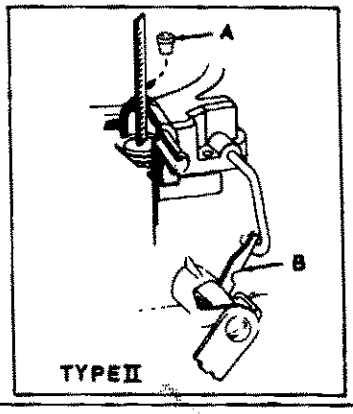
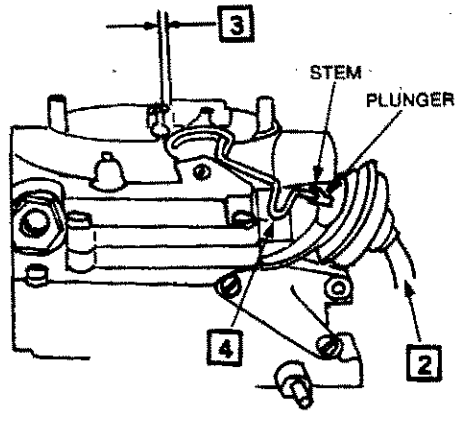


FIG. 9
CHOKE DIAPHRAGM LINKAGE ADJUSTMENT

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. Hole	Pump Adjust. Dim	Choke Position Linkage Type	Choke Position Linkage Dim	Fast Idle Link	Fast Idle Adjust.	Unloader	Bowl Vent	Choke Diaph. Link	Auto. Choke	Idle R.P.M. M/T	Idle R.P.M. A/T	Fast Idle R.P.M.
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	.010	.026	3/16	—	—	Index	500	500[1]	1500
CHEVROLET																
1965-62	409 Eng. -Dual Carb.	7/32	23/32	—	33/64	II	3/32	Index	.015	1/4	—	—	Index	—	—	1700
	327 Eng. & Corvette	7/32	23/32	—	33/64	II	5/64	Index	.015	1/4	—	—	Index	600	500[2]	1700
1965-61	409 Eng. -Hi-Perf.	7/32	23/32	—	33/64	II	3/16	Index	.025	1/4	—	—	Index	700	—	1700
1961-56	348 Eng.	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		11/32	23/32	B	31/64	III	Flush	Index	.026	5/32	—	—	1NR	500	500[2]	2300
	Special 3010 Carb.	7/32	23/32	—	33/64	I	.010	Index	.026	5/32	—	—	Index	600	550[2]	—
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
	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	—	—	7/32	—	3/8	—	1/8	2NR[4]	500	500	700
1963-60	361, 383 Eng. -Can.	7/32	23/32	B	7/16	—	—	Index	.018	1/4[5]	—	—	Index	500	500[1]	—
1959-63	383, 413 Eng. -Front	9/32	—	B	7/16	—	—	—	—	—	—	—	—	—	—	
	-Rear	7/32	—	B	7/16	II	1/8	Index	.020	1/4	—	—	1NR	650	650[1]	—
1959-63	Non-Dual Carb.	7/32	—	B	7/16	—	—	Index	.020	1/4	—	—	Index	500	500[1]	—
1958-57		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	500	500[1]	—
1959-58	313, 318 Eng.	7/32	23/32	B	7/16	—	—	Index	.012	1/4	—	—	2NR	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	—	—	1NR	525	525[2]	600[10]
1965-64	Dual Carb.	15/64	23/32	A	1/2	II	3/32	Index	.025	7/32	—	—	Index	550	550[2]	650[10]
1964-61		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
	M/T	9/32	23/32	—	33/64	I	.010	Index	.026	1/8	—	—	Index	500	—	2200
1957		9/32	3/4	—	33/64	I	.045	.010	.030	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]
	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
1966	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[16,17]	2NR	500	500	700

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SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level	Float Drop	Pump Adjust. Hole	Pump Adjust. Dim	Choke Position Linkage Type	Choke Position Linkage Dim	Fast Idle Link	Fast Idle Adjust.	Unloader	Bowl Vent	Choke Diaph. Link	Auto. Choke	Idle R.P.M. M/T	Idle R.P.M. A/T	Fast Idle R.P.M.
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	700
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]
	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
1966	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]
	w/o C.A.P.	7/32	23/32	B	7/16	—	—	1/16	—	3/8[14]	—	7/64[16]	2NR	500	500	700
1965		7/32	23/32	B	7/16	—	—	1/16	—	3/8[22]	—	7/64[16]	Index	500	500	700
1962-59		7/32	23/32	B	7/16	—	—	Index	.015	1/4	—	—	2NR	500	500[1]	1800
1958-57		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	.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	—	—	1NR	—	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]
	-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]
1966-65	326 Eng.	3/8[25]	23/32	B	35/64[26]	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