

FUEL SYSTEM

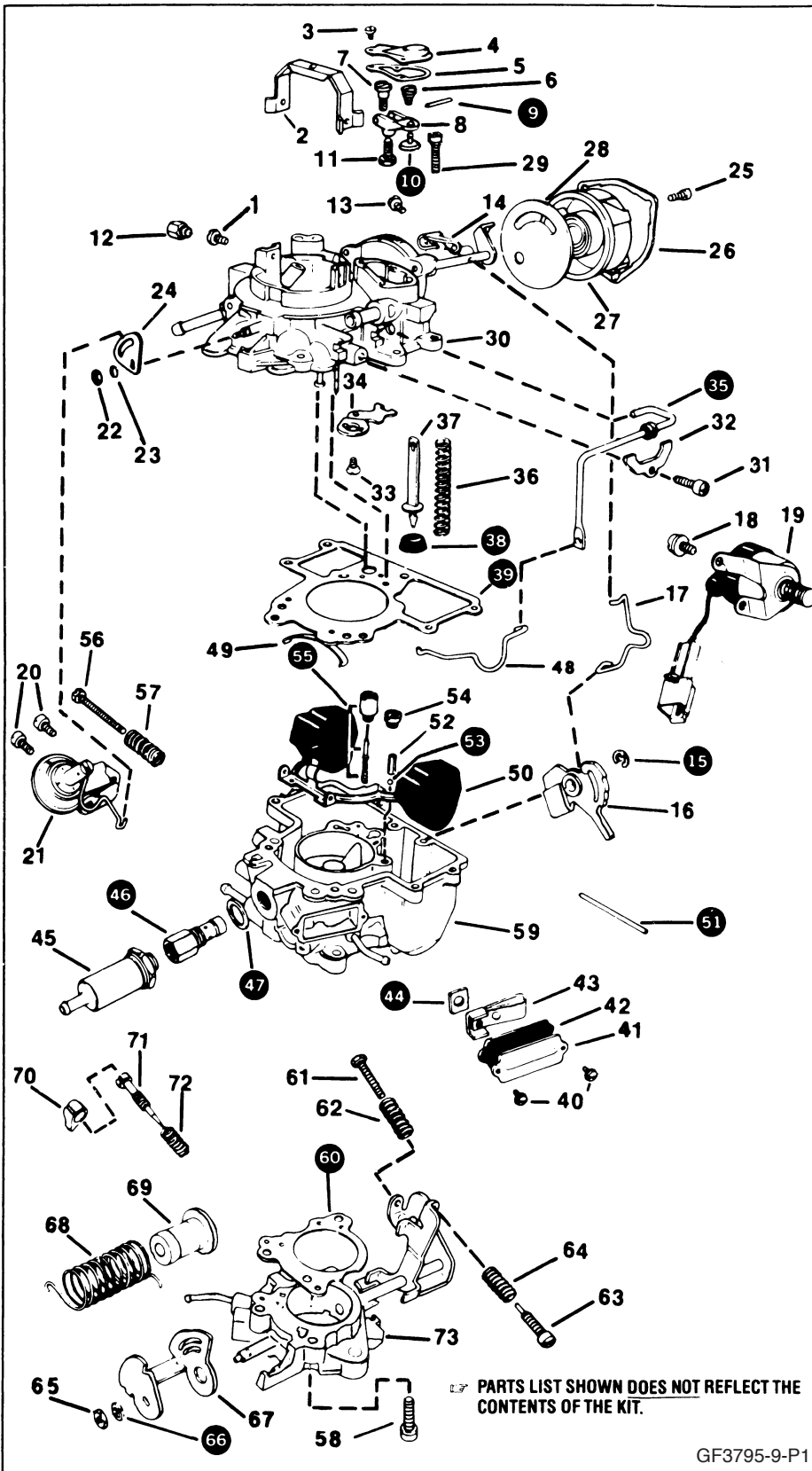
SERVICE INSTRUCTION WORKSHEET

TO REPAIR GF3795-9

HOLLEY CARBURETOR

1 BARREL • Models 1945, 1946,

6145, 6146



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.

CLEANING

Cleaning must be done with carburetor disassembled. Cover opening on intake manifold after carburetor is removed. Soak parts in cleaning solvent long enough to soften foreign matter.

Caution: Do not soak parts made of rubber, leather, plastic or electrical parts. Remove all loose particles and dirt using a stiff bristle brush. Do not use abrasives. Do not use a metal wire to clean out passageways and jets. Wash off in suitable solvent. Clear all passageways and jets with compressed air.

PARTS LIST

- | | |
|--|------------------------------------|
| 1. Screw Air Cleaner Bracket | 37. Stem Pump Piston |
| 2. Bracket Air Cleaner | 38. Cup Pump Piston |
| 3. Screw Vent Valve Cover | 39. Gasket Air Horn |
| 4. Cover Vent Valve | 40. Screw H.I.C. Cover* |
| 5. Gasket Vent Valve Cover | 41. Cover H.I.C.* |
| 6. Spring Vent Valve | 42. Gasket H.I.C. Cover* |
| 7. Screw Vent Valve Retainer | 43. Valve Assy. H.I.C.* |
| 8. Lever Vent Valve | 44. Seal H.I.C. Valve* |
| 9. Pin Vent Valve Lever | 45. Filter Fuel |
| 10. Seal Vent Valve | 46. Needle & Seat Assy. |
| 11. Screw Adjusting Vent Valve | 47. Gasket Needle & Seat Assy. |
| 12. Adapter Heat Tube Choke | 48. Link Pump Operating |
| 13. Screw, Choke Control Lever | 49. Retainer Float |
| 14. Lever Choke Control | 50. Float Assy. |
| 15. Clip Fast Idle Cam | 51. Shaft Float |
| 16. Fast Idle Cam | 52. Weight Ball Check |
| 17. Link Connecting (Fast Idle to Choke Lever) | 53. Ball Pump check |
| 18. Screw Solenoid | 54. Jet Main Metering |
| 19. Solenoid Assy. | 55. Power Valve Assy. |
| 20. Screw Choke Pull-Off | 56. Screw Low Idle Adjusting |
| 21. Choke Pull-Off Assy. | 57. Spring Low Idle Adjusting |
| 22. Nut Choke Shaft | 58. Screw Throttle Body (3) |
| 23. Lockwasher | 59. Float Body |
| 24. Lever Choke Pulldown | 60. Gasket Throttle Body |
| 25. Screw Thermostat Hsg. (3) | 61. Screw Idle Adjusting |
| 26. Retainer Thermostat Hsg. | 62. Spring Idle Adjusting |
| 27. Coil & Choke Hsg. | 63. Screw Fast Idle |
| 28. Gasket Choke Hsg. | 64. Spring Fast Idle |
| 29. Screw Air Horn (7) | 65. Nut Throttle Shaft |
| 30. Air Horn Assy. | 66. Washer Throttle Shaft |
| 31. Screw Accelerator Rod Clamp | 67. Bracket Throttle Return Spg. |
| 32. Clamp Accelerator Rod | 68. Spring Throttle Return |
| 33. Screw Retainer Plate | 69. Bushing Throttle Return Spg. |
| 34. Plate Retainer | 70. Cap Idle Limiter (some models) |
| 35. Rod & Grommet Acc. Pump # | 71. Screw, Idle Mixture |
| 36. Spring Accelerator Pump | 72. Spring Idle Mixture |
| | 73. Throttle Body Assy. |

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

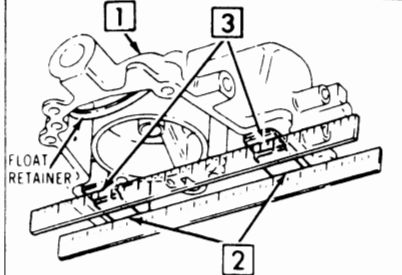
Grommet only replaced in kit.

* Hot Idle Compensator.

ADJUSTMENT DATA

FIG. A
FLOAT LEVEL ADJUSTMENT

1. INVERT MAIN BODY BE SURE TO PLACE CUPPED HAND OVER MAIN BODY TO CATCH PUMP BALL & WEIGHT IF NOT PREVIOUSLY REMOVED.
2. USING FINGERS TO HOLD FLOAT RETAINER, PLACE A SCALE OR STRAIGHT EDGE ACROSS MACHINED SURFACE OF MAIN BODY. THE TOES OF FLOAT SURFACE (FARTHEST FROM FLOAT HINGE) SHOULD JUST TOUCH SCALE (FLUSH) OR INDICATE CLEARANCE AS SPECIFIED IN SPECIFICATION CHART.
3. IF ADJUSTMENT IS REQUIRED, BEND FLOAT TANG.



NOTE CHRYSLER CORP. (1976 & LATER) MEASURE FLOAT LEVEL WITH GASKET IN PLACE.

3. CALIFORNIA - FORD CO. FLOATS SHOULD TOUCH STRAIGHT EDGE AT STEPPED AREA OR HEEL.

FIG. B
PUMP ADJUSTMENT (EARLY MODELS)

1. PLACE THROTTLE IN CURB IDLE POSITION.
2. INSERT SCALE AGAINST VACUUM PASSAGE CASTING TO OUTER EDGE OF HOLE IN PUMP ROD AS SHOWN.
3. MEASURE DISTANCE AS SPECIFIED.
4. IF ADJUSTMENT IS REQUIRED, BEND CONNECTING LINK.

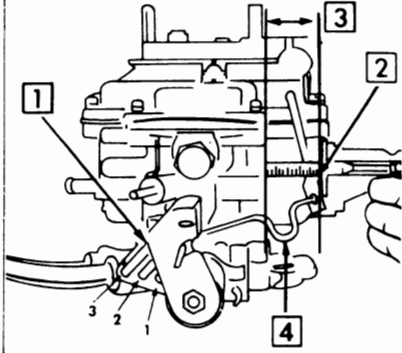


FIG. C
PUMP ADJUSTMENT

NOTE. BEFORE MAKING PUMP ADJUSTMENT, BE SURE PUMP ROD IS IN:

CORRECT HOLE—
CHRYSLER CORP.
CORRECT SLOT—FORD CO.
IF CHANGE IS MADE, THE BOWL VENT ADJUSTMENT MUST ALSO BE CHANGED.

1. POSITION THROTTLE LEVER AT CURB IDLE.
2. MEASURE DISTANCE AS SPECIFIED FROM INSIDE OF SLOT TO OUTSIDE OF RADIUS HOLE OF PUMP ROD.
3. BEND LOOP TO ADJUST.

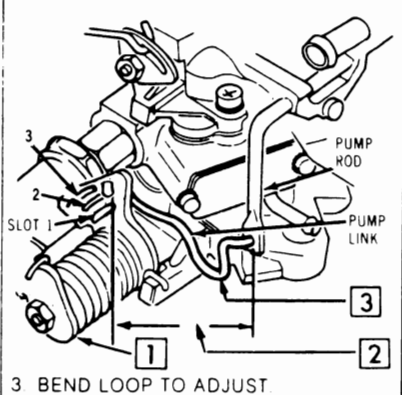


FIG. D
FAST IDLE CAM ADJUSTMENT

1. POSITION FAST IDLE SCREW ON 2nd STEP OF FAST IDLE CAM.
2. REMOVE PLAY IN LINKAGE BY APPLYING LIGHT CLOSING PRESSURE ON CHOKE VALVE.
3. MEASURE SPECIFIED CLEARANCE USING A GAUGE OR DRILL BETWEEN WALL OF AIR HORN AND TOP OF CHOKE VALVE.
4. CHRYSLER - TO ADJUST, BEND CONNECTING LINK AS SHOWN. FORD - BEND CONNECTING LINK AT "U". NOTE: FORD LINK IS BEHIND CHOKE HOUSING.

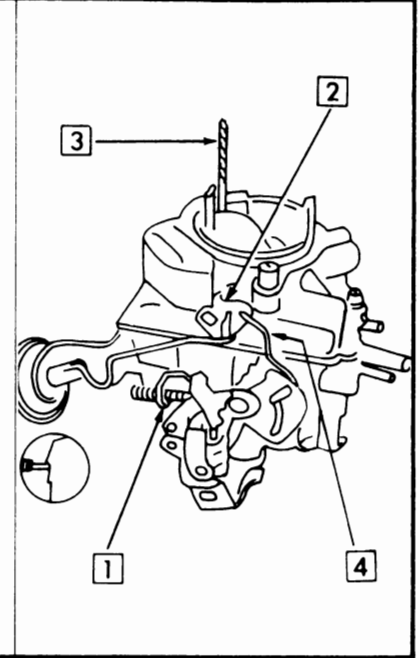
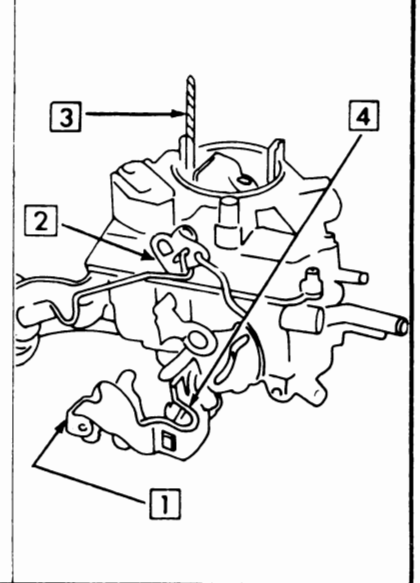


FIG. E
CHOKE UNLOADER ADJUSTMENT

1. MAINTAIN THROTTLE VALVE IN WIDE OPEN POSITION.
2. WITH LIGHT PRESSURE, MOVE LEVER TOWARD CLOSED CHOKE POSITION.
3. MEASURE SPECIFIED CLEARANCE USING GAUGE OR DRILL BETWEEN WALL OF AIR HORN AND TOP OF CHOKE VALVE.
4. TO ADJUST, BEND TANG ON THROTTLE LEVER.



SPECIAL NOTES

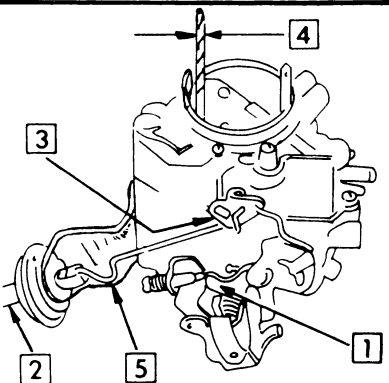
1. **FIG. A FLOAT LEVEL ADJUSTMENT** — When adjusting Float Level, do not allow needle to press into seat as damage could result to VITON TIP.
2. Before removing Idle Mixture Screw (71), mark position then turn in until lightly seat counting number of turns, turn out to index mark & record for re-assembly.

ADJUSTMENT DATA (CONT'D)

**FIG. F
VACUUM BREAK
(CHOKE PULL-OFF)**

CHRYSLER CORP.

1. CLOSE CHOKE VALVE BY PLACING FAST IDLE CAM IN HIGH STEP POSITION
2. CONNECT OUTSIDE VACUUM SOURCE OF AT LEAST 15 IN Hg TO CHOKE PULL-OFF IF DIAPHRAGM DOES NOT FULLY RETRACT WITH VACUUM APPLIED CHECK FOR LEAK
3. APPLY LIGHT CLOSING PRESSURE TO CHOKE LEVER
4. INSERT GAUGE OR DRILL AS SPECIFIED BETWEEN WALL OF AIR HORN & TOP OF CHOKE VALVE AT THROTTLE LEVER SIDE
5. TO ADJUST, BEND LINK AT "U" SHAPED AREA



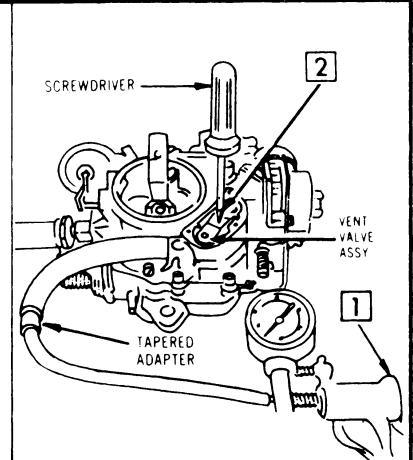
FORD CO

1. Same as 1
2. SAME AS 3 THEN MARK POSITION OF CHOKE CAP AND TURN SAME 90° TOWARD CLOSED CHOKE (RICH) POSITION TIGHTEN SCREWS TO HOLD CAP.
3. SAME AS 2
4. SAME AS 4
5. SAME AS 5

**FIG. H
BOWL VENT
(FORD)**

NOTE REMOVE BOWL VENT COVER, GASKET AND SPRING BY REMOVING 3 SCREWS

1. CONNECT A HAND OPERATED VACUUM SOURCE TO BOWL VENT TUBE USING A TAPERED ADAPTER
2. (A) TURN ADJUSTING SCREW CLOCKWISE UNTIL NOT MORE THAN 1/8" OF SCREW THREADS IS EXPOSED ABOVE PLASTIC VENT VALVE ASSY
(B) OPERATE HAND PUMP WHILE SLOWLY TURNING ADJUSTING SCREW COUNTERCLOCKWISE 1/8 TURN AT A TIME UNTIL VACUUM IS INDICATED ON GAUGE THIS SHOWS THE VALVE IS CLOSED.

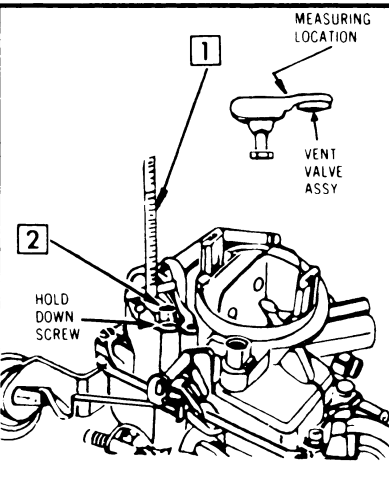


- (C) RELEASE VACUUM AND TURN ADJUSTING SCREW CLOCKWISE 1/2 TURN
 - (D) REPLACE SPRING, GASKET, BOWL VENT COVER AND SCREWS
- NOTE: RE-SET PUMP ADJUSTMENT IF BOWL VENT SETTING IS CHANGED

**FIG. G.
BOWL VENT
(CHRYSLER)**

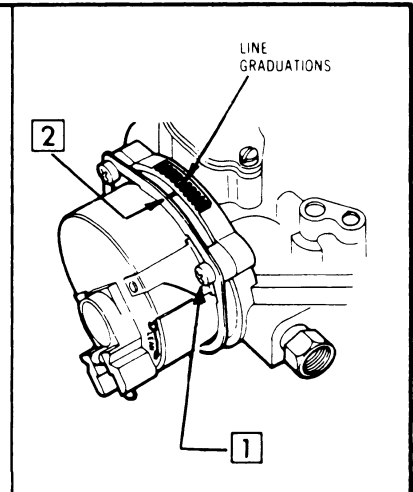
NOTE SET THROTTLE VALVE TO CURB IDLE POSITION.

1. USING A 6" DEPTH RULE, MEASURE AS SPECIFIED FROM COVER SUPPORT SURFACE TO PLASTIC VENT VALVE ASSEMBLY AS SHOWN
2. IF ADJUSTMENT IS REQUIRED, TURN VENT VALVE ADJUSTING SCREW IN OR OUT AS NEEDED. ALSO RE-SET PUMP ADJUSTMENT IF BOWL VENT SETTING IS CHANGED



**FIG. I
CHOKE SETTING**

1. LOOSEN CHOKE COVER RETAINING SCREWS (3)
2. ROTATE CHOKE COVER TO ALIGN INDEX MARK WITH SPECIFIED LINE GRADUATION ON CHOKE HOUSING THEN RE-TIGHTEN RETAINING SCREWS.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level	Fig.	Pump Adj.	Fig.	Fast Idle Cam	Fig.	Un-loader	Fig.	Vacuum Break Choke Pull-off	Fig.	Bowl Vent	Fig.	Choke Setting	Fig.
1980	225 Eng. - Fed. M/T A/T	See Illus.	A	1-23/32 ☆	C	3/32	D	1/4	E	5/32	F	1/16	G	2	I
		See Illus.	A	5/8 †	C	3/32	D	1/4	E	9/64	F	1/16	G	2	I
	-Canada M/T A/T	See Illus.	A	1-23/32 ☆	C	3/32	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	5/8 †	C	3/32	D	1/4	E	7/64	F	1/16	G	2	I
1979	225 Eng. - Fed. & Canada M/T A/T	See Illus.	A	1-23/32 ☆	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	1-5/8 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	1-5/8 †	C	5/64	D	1/4	E	1/8	F	1/16	G	2	I
1978	225 Eng. - Fed. & Canada A/T M/T	See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	7/64	F	1/16	G	—	—
		See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	—	—
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	1/8	F	1/16	G	—	—
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	7/64	F	1/16	G	—	—
1977	225 Eng. - Fed. M/T A/T	See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	—	—
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	1/16	G	—	—
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	1/8	F	1/16	G	2	I
		See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	5/32	F	1/16	G	2	I
		See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
	-Calif. A/T M/T	See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	5/32	F	1/16	G	2	I
		See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
	-Canada M/T A/T	See Illus.	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
		See Illus.	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level	Fig.	Pump Adj.	Fig.	Fast Idle Cam	Fig.	Un-loader	Fig.	Vacuum Break Choke Pull-off	Fig.	Bowl Vent	Fig.	Choke Setting	Fig.
CHRYSLER CORP. (Cont'd) — SPECIFICATION I.D.-A															
1976	225 Eng. - Fed. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
	A/T	3/64	A	2-21/32 *	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
	-Calif. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	A/T	3/64	A	2-21/32 †	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
	-Canada M/T	3/64	A	2-7/32 □	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	-A/T	3/64	A	2-21/32 *	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	All A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
-Fed. & Canada M/T	3/64	A	2-7/32 □	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I	
	A/T	3/64	A	2-21/64 □	C	5/64	D	1/4	E	7/64	F	1/16	G	2	I
1975	225 Eng. - Fed. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	1/8	F	—	G	2	I
	A/T	3/64	A	2-21/64 □	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	-Calif. M/T	3/64	A	2-7/32 □	C	5/64	D	1/4	E	1/8	F	—	G	2	I
	A/T	3/64	A	2-21/64 □	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	-Export M/T	3/64	A	— †	C	—	—	—	—	7/64	F	—	G	2	I
	A/T	3/64	A	— *	C	—	—	—	—	3/32	F	—	G	2	I
	-Canada M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	1/8	F	—	G	2	I
A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	—	G	2	I	
1974	198 Eng. - Fed. M/T	See Illus.	A	11/16 □	B	5/64	D	1/4	E	9/64	F	—	G	—	I
	A/T	See Illus.	A	13/16 □	B	5/64	D	1/4	E	3/32	F	—	G	—	I
	225 Eng. - Fed. M/T	See Illus.	A	11/16 □	B	5/64	D	1/4	E	9/64	F	—	G	—	I
	A/T	See Illus.	A	3/4 □	B	5/64	D	1/4	E	5/64	F	—	G	—	I
	-Calif. M/T	See Illus.	A	11/16 □	B	5/64	D	1/4	E	9/64	F	—	G	2	I
	A/T	See Illus.	A	3/4 □	B	5/64	D	1/4	E	3/32	F	—	G	—	I
	-Export M/T	See Illus.	A	11/16 □	B	5/64	D	1/4	E	9/64	F	—	G	—	I
	A/T	See Illus.	A	3/4 □	B	5/64	D	1/4	E	5/64	F	—	G	—	I

DODGE TRUCK (Light Duty)

87-84	225 Eng.	See Illus.	A	1-39/64 †	C	5/64	D	1/4	E	1/8	F	5	G	2	I
	-Carb. No. R-40088, 89, R40182, 159	See Illus.	A	1-39/64 ☆	C	3/32	D	1/4	E	1/8	F	5	G	2	I
	-Carb. No. R-40103	See Illus.	A	1-39/64 †	C	3/32	D	1/4	E	5/32	F	5	G	2	I
83-82	225 Eng. - Fed. A/T	See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	1/8	F	—	G	2	I
	-Carb. No. R-40055A	See Illus.	A	1-45/64 †	C	3/32	D	1/4	E	1/8	F	—	G	2	I
1981	225 Eng. - Canada A/T	See Illus.	A	1-5/8 □	C	3/32	D	1/4	E	1/8	F	—	G	2	I
	M/T	See Illus.	A	1-45/64 □	C	5/64	D	1/4	E	1/8	F	—	G	2	I
1980	225 Eng. - Fed. M/T	See Illus.	A	— ☆	C	5/64	D	1/4	E	1/8	F	1/16	G	2	I
	A/T	See Illus.	A	— †	C	3/32	D	1/4	E	1/8	F	1/16	G	2	I
1979	225 Eng. - Fed. & Canada M/T	See Illus.	A	2-7/32 □	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
	A/T	See Illus.	A	2-21/64 □	C	5/64	D	1/4	E	3/32	F	1/16	G	2	I
1977	225 Eng. - Calif. A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	-Fed. & Canada M/T	1/4	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	—	I
	A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	7/64	F	—	G	—	I
	-Fed. 4 speed w/O.D.	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
1976	225 Eng. - Calif. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	-Fed. & Canada M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	All A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	-Calif. A/T	3/64	A	— *	C	—	D	1/4	E	7/64	F	—	G	2	I
1975	225 Eng. - Fed. A/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	A/T	3/64	A	2-21/64 *	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	-Calif. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	A/T	3/64	A	2-21/64 †	C	5/64	D	1/4	E	3/32	F	—	G	2	I

DODGE TRUCK (Heavy Duty)

1975	225 Eng. - Fed. & Canada M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	A/T	3/64	A	2-21/32 *	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	-Calif. M/T	3/64	A	2-7/32 †	C	5/64	D	1/4	E	7/64	F	—	G	2	I
	A/T	3/64	A	2-21/32 *	C	5/64	D	1/4	E	3/32	F	—	G	2	I
1974	225 Eng. - Fed. M/T	See Illus.	A	11/16 □	C	5/64	D	1/4	E	9/64	F	—	G	2	I
	-Fed. & Calif. A/T	See Illus.	A	2-11/32 □	C	5/64	D	1/4	E	3/32	F	—	G	2	I
	-Calif. M/T	See Illus.	A	2-7/32 □	C	5/64	D	1/4	E	9/64	F	—	G	2	I
	All Trans.	See Illus.	A	11/16 □	C	5/64	D	1/4	E	9/64	F	—	G	—	I

A.M.C. — SPECIFICATION I.D.-B

76-75	232, 258 Eng. - All Trans.	7/64	A	1-7/32 †	C	3/32	D	5/32	E	7/64	F	5/64	H	Index	I
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FORD, MERCURY

1981	200 Eng. - Fed. A/T	See Illus.	A	— †	C	5/64	D	5/32	E	3/32	F	5/64	H	—	I
	-Fed. A/T, M/T	See Illus.	A	— †	C	1/16	D	5/32	E	7/64	F	—	H	—	I
1980	200 Eng. Carb. No. R8905, 9212, 9214	3/64	A	— †	C	5/64	D	9/64	E	7/64	F	1/16	H	2 Rich ⁶	I
1980	200 Eng. - Fed. A/T	See Illus.	A	— †	C	5/64	D	5/32	E	3/32	F	5/64	H	—	I
	-Fed. A/T, M/T	See Illus.	A	— †	C	1/16 ³	D	5/32	E	7/64 ¹	F	—	H	—	I
1979	200 Eng. - Calif. A/T	See Illus.	A	2-5/16 †	C	9/64	D	5/32	E	5/32	F	1/8	H	Index	I
	-Fed. A/T	See Illus.	A	2-7/32 †	C	1/16 ³	D	5/32	E	3/32	F	1/8	H	Index	I
	-Calif. A/T w/A.C.	See Illus.	A	2-5/16 †	C	9/64	D	5/32	E	5/32	F	1/8	H	Index	I
	-Fed. A/T w/T.E.	See Illus.	A	2-1/4 †	C	1/16	D	5/32	E	3/32	F	1/8	H	Index	I

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level	Fig.	Pump Adj.	Fig.	Idle Cam	Fig.	Fast un-loader	Fig.	Vacuum Break Choke Pull-off	Fig.	Bowl Vent	Fig.	Choke Setting	Fig.
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FORD, MERCURY (cont.)

1978	200 Eng. -Hi. Alt. Carb. -Calif. A/T -Fed. A/T A/T w/A.C.	7/64	A	1-7/32 †	C	1/8	D	5/32	E	1/8	F	5/64	H	Index	I
		7/64	A	1-7/32 †	C	3/32	D	5/32	E	3/32	F	5/64	H	Index	I
		7/64	A	1-7/32 †	C	9/64	D	5/32	E	7/64	F	5/64	H	Index	I
		7/64	A	1-7/32 †	C	3/32	D	5/32	E	3/32	F	5/64	H	Index	I
76-75	200 & 250 Eng. -All Trans.	7/64	A	1-7/32 †	C	3/32	D	5/32	E	7/64	F	5/64	H	Index	I

CHRYSLER CORP. — SPECIFICATION I.D.-D

83-80	225 Eng. -Calif. A/T	See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	5/32	F	—		2	I
1982	225 Eng. -Fed., Hi-Alt. A/T	3/64	A	1-39/64 †	C	3/32	D	1/4	E	1/8	F	—		2	I
1981	225 Eng. -Fed. A/T Carb. No. R-9764A	See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	9/64	F	—		2	I
		3/64	A	— †	C	5/64	D	1/4	E	1/8	F	—		2	I

DODGE TRUCK

87-84	225 Eng. -Carb. No. R40098, 99 -Carb. No. R40161, 62	See Illus.	A	1-39/64 †	C	5/64	D	1/4	E	5/32	F	—		2	I
		See Illus.	A	1-3/4 †	C	5/64 ⁶	D	1/4	E	5/32	F	—		2	I
83-82	225 Eng. -Carb. No. R40029, 30	See Illus.	A	1-39/64 † ⁷	C	3/32	D	1/4	E	5/32	F	—		2	I

DODGE TRUCK (Light Duty)

1982	225 Eng. -Calif. A/T M/T -Fed. A/T M/T	See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-45/64 †	C	5/64	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-39/64 □	C	3/32	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-45/64 □	C	5/64	D	1/4	E	1/8	F	—		2	I
1981	225 Eng. -Calif. A/T -Fed. A/T -Calif. M/T -Fed. M/T	See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-45/64 †	B	5/64	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-45/64 †	B	5/64	D	1/4	E	1/8	F	—		2	I
		See Illus.	A	1-5/8 †	C	3/32	D	1/4	E	1/8	F	—		2	I
1980	225 Eng. -Calif. A/T M/T -Fed. A/T	See Illus.	A	1-39/64 †	C	3/32	D	1/4	E	1/8	F	1/16	G	2	I
		See Illus.	A	1-45/64 ☆	C	5/64	D	1/4	E	1/8	F	1/16	G	2	I
		3/64	A	— †	C	3/32	D	1/4	E	9/64	F	—		2	I

CHRYSLER CORP. — SPECIFICATION I.D.-E

1979	225 Eng. -Calif. A/T	See Illus.	A	1-3/4 †	C	5/64	D	1/4	E	5/32	F	1/16	G	—	
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FORD, MERCURY — SPECIFICATION I.D.-H

1983	200 Eng.	3/64	A	2-25/64 †	C	5/64	D	9/64	E	7/64	F	—		2 Rich	I
1982	200 Eng. or Hi. Alt. A/T -Canada w/A.C.	3/64	A	2-25/64 †	C	5/64	D	9/64	E	7/64	F	—		2 Rich	I
		3/64	A	2-25/64 †	C	5/64	D	9/64	E	7/64	F	—		Index	I
1981	200 Eng. -Fed. -Calif. A/T -Canada 4/M/O.D./T	See Illus.	A	2-5/32 †	C	5/64	D	9/64	E	7/64	F	—		2 Rich	I
		3/64	A	2-5/32 †	C	3/32	D	9/64	E	1/8	F	—		2 Rich	I
1980	200 Eng. -Calif. -Fed. A/T	See Illus.	A	— ☆	C	3/32	D	9/64	E	7/64	F	—		2 Rich	I
		3/64	A	— †	C	5/64	D	9/64	E	7/64	F	—		Index	I

FOOTNOTES:

- ☆ No. 1 slot.
- † No. 2 slot.
- * No. 3 slot.
- Install pump rod in same hole it was in before disassembly.
- ¹ Carb. No. E0ZE-BAA, BBA — Set 1/8.
- ² Electrical assist choke.
- ³ Carb. No. E0ZE-BAA, BBA — Set 3/32.
- ⁴ Carb. No. 40102 — Set 1-45/64.
- ⁵ Two way Electric.
- ⁶ Carb. No. R40161 — Set 1/16.
- ⁷ Carb. No. R40029 — Set 1-45/64.
- ⁸ Carb. No. R8905, 07 — Set Index.

ABBREVIATIONS:

A.C.	Air Conditioner	M/T	Manual Transmission
Alt.	Altitude	O.D.	Overdrive
A/T	Automatic Transmission	Trans.	Transmission
Calif.	California	T/E	Thermactor
Eng.	Engine	w/	with
Fed.	Federal	4/M/O.D./T	Four Speed Manual Overdrive Transmission
Hi.	High		
N.A.	Not Adjustable		