

INSTRUCTION SHEET

CARTER CARBURETOR - MODEL - YF

IS-50-462-3

1971 TECHLIT CO.
Printed in U.S.A.

I. DISASSEMBLY.

Using the exploded view on reverse side as a guide, disassemble the carburetor far enough to permit thorough cleaning and inspection of parts.

II. CLEANING.

Soak parts long enough to soften and remove all foreign material. Use 1) a regular carburetor cleaning solvent; 2) lacquer thinner; or 3) denatured alcohol. Use a small brush to aid cleaning, if necessary. Make certain the throttle body is free of all hard carbon deposits. Blow out all passages in castings with compressed air, and check carefully to insure thorough cleaning of obscure areas. Caution: Do not soak rubber, leather or plastic parts in solvent.

III. REASSEMBLY.

- a. Reassemble the carburetor using essentially the reverse order of disassembly.
- b. Exercise care when installing the pump diaphragm assembly (11) to avoid wrinkles when tightening screws (13).
- c. Make sure the pump intake ball (37) is free and the retainer (36) is in place.
- d. Be sure to install the weight (35) on top of the pump discharge ball (34).
- e. Most carburetors require a one-point rich setting of the thermostat housing (38). This setting should be used as a trial, then moved one notch in either direction, if required for proper warm up.

ADJUSTMENTS

IV. FLOAT SETTING ADJUSTMENT. (See figure 1.)

With float in place and air horn upside down (gasket removed), use the gage supplied in the kit. Allow the float to rest of its own weight. Measure as shown in Fig. 1. Adjust by bending the float lip. OR FLOAT LEVER ON LATE MODELS.

V. FLOAT DROP ADJUSTMENT. (See figure 2.)

With the air horn held upright (gasket removed) the distance "A" should be as listed in the table. Adjust by bending the stop tabs on float lever arm.

VI. PUMP LINK ADJUSTMENT. (See figure 3.)

Assemble carburetor as far as shown in figure 3. Back out the throttle stop screw (1) so throttle valve seats in throttle bore. Push down on diaphragm stem (2) so it bottoms in bowl. Now the shoulder "B" on diaphragm stem should be parallel to the top surface of pump lifter link (3). Bend the pump connector link at the lower angle only. Bending at other locations may cause the pump lifter link to bind. In servicing nonadjustable pump link carburetors; when the parallel setting cannot be arrived at through the above procedure, check parts for wear and distortion, and replace as required.

VII. METERING ROD ADJUSTMENT. (See figure 4.)

Install metering rod on metering rod arm and attach spring. Set the assembly on pump lifter link, making sure the meter rod is in main metering jet. Install springs and retainer. With throttle lever stop screw backed out, bottom the diaphragm in fuel bowl. Metering rod arm (1) should now touch pump lifter link

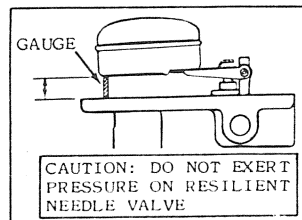


FIGURE 1
FLOAT LEVEL Fig. 1

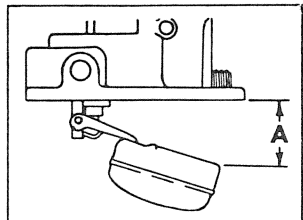


FIGURE 2
FLOAT DROP Fig. 2

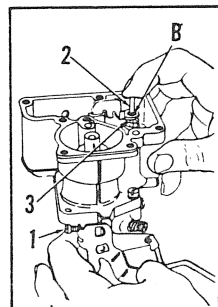


FIGURE 3
PUMP ADJ. Fig. 3

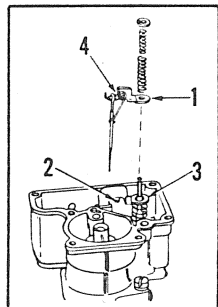


FIGURE 4
METERING ROD Fig. 4

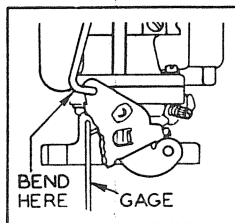


FIGURE 5
FAST IDLE ADJ. Fig. 5

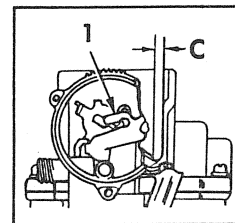


FIGURE 6
UNLOADER ADJ. Fig. 6

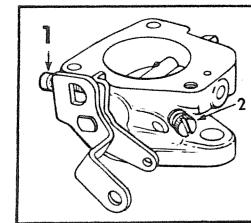


FIGURE 7
IDLE ADJ. Fig. 7

supporting lug (2) and outer end (3), with metering rod bottomed in jet. To check if metering rod is bottomed, move metering rod outward on its pivot. It should remain on outer end of pivot in a bind if bottomed. Bend lug (4) on metering rod arm up, or down to adjust.

VIII. FAST IDLE ADJUSTMENT. (See figure 5.)

Remove thermostat housing gasket and baffle plate (when used). Open throttle valve partially, hold choke valve closed then close throttle. This will allow fast idle cam to move to fast idle position. With choke valve closed and slight finger pressure on throttle lever, clearance at gage position shown in figure 5 should be as indicated in table. To adjust, bend connector rod at location shown.

IX. UNLOADER ADJUSTMENT. (See figure 6.)

With throttle valve in wide open position and choke valve closed as far as possible without forcing, clearance between lower edge of choke valve and air-horn wall "C" should be as specified in table. Adjust by bending the arm (1, figure 6).

X. IDLE ADJUSTMENT. (See figure 7.)

Adjust stop screw (1) to crack the throttle valve slightly. Start and warm up the engine. Adjust the mixture screw (2) until the engine idles smoothly. Readjust the stop screw to idle the engine at approximately 400 rpm. Readjustment of the stop screw (1) may necessitate a slight readjustment of the mixture screw (2).

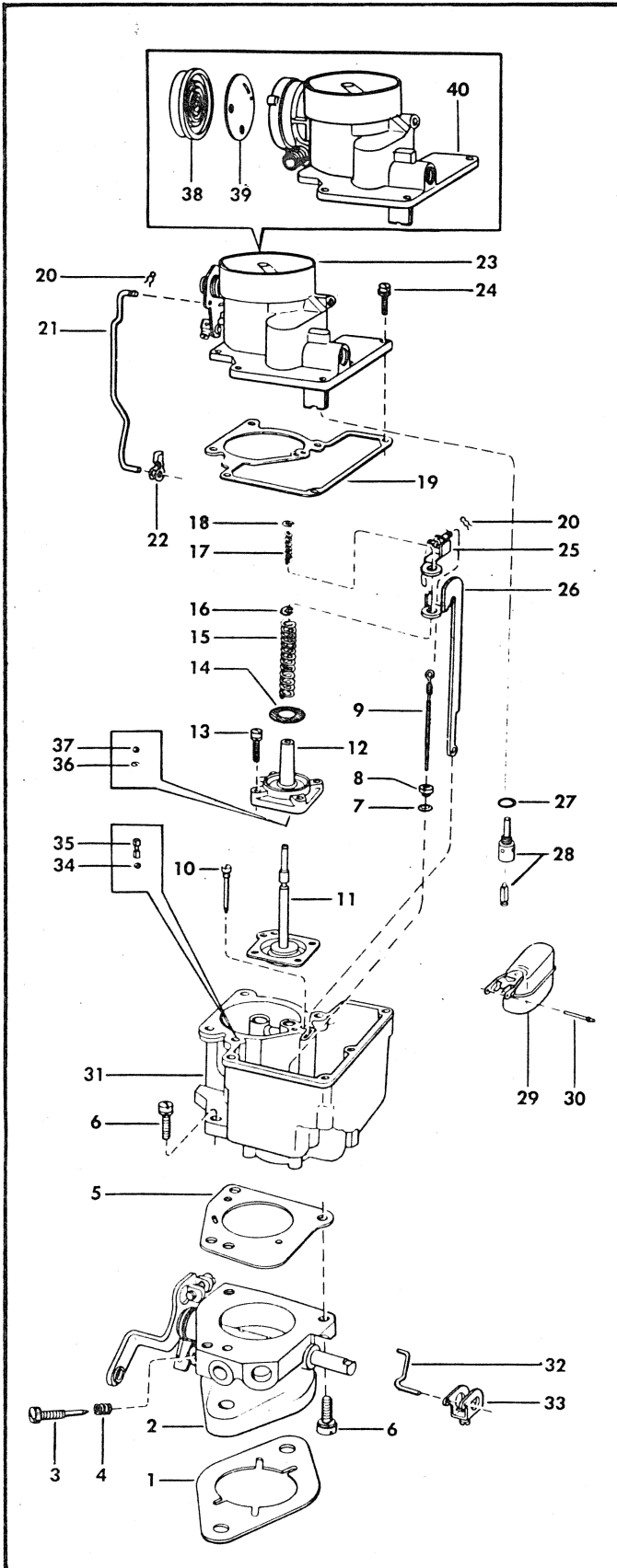
ADJUSTMENT DATA TABLE

Year	Make	Float Level 1*	Float Level 2*	Float Drop	Fast Idle	Un-Loader	
1970-71	American Mtrs. 199-232-258" Eng.	29/64"	15/32"	1-1/4"		19/64"	
1968-69	Bronco 170-240" Eng.	S/T	7/32"	15/32"	1-1/4"	1/32"	9/32"
		A/T	7/32"	15/32"	1-1/4"	3/64"	21/64"
1970	Bronco 170" Eng.		7/32"	15/32"	1-1/4"	1/32"	9/32"
1971	Bronco 170" Eng.	S/T	3/8"	15/32"	1-1/4"	7/64"	9/32"
1967	Camaro 6 cyl.		7/32"	15/32"	1-3/16"		1/4"
1964-65	Checker Cab 6 cyl.		7/16"	15/32"	1-1/4"	3/64"	1/4"
1964-66	Chevelle 6 cyl. & W/A.I.R.		5/16"	7/16"	1-1/4"		1/4"
1967	Chevelle 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"		1/4"
1937-52	Chev. & Trk. 787S-788S-756S-789S		5/16"	15/32"	1-1/4"	5/64"	3/16"
1937-56	Chev. & Trk. 964S-966S-2100S 965S-967S-2101S		9/32"	15/32"	1-1/4"		
			9/32"	15/32"	1-1/4"	3/64"	1/4"
1957-62	Chev. & Trk. 3211S			15/32"	1-1/4"	3/64"	1/4"
1964-66	Chev. 6 cyl. & W/A.I.R.		5/16"	7/16"	1-3/16"	1/64"	17/64"
1967	Chev. 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"		1/4"
1962-66	Chev. II, 4 cyl.		5/16"	7/16"	1-3/16"		
1967	Chev. II, 4 cyl.		7/32"	15/32"	1-3/16"		1/4"
1963-66	Chev. II, 6 cyl. & W/A.I.R.		5/16"	7/16"	1-3/16"	1/32"	1/4"
1967	Chev. II, 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"		1/4"
1964-66	Chev. Van 4 & 6 cyl.		5/16"	7/16"	1-3/16"		
1966	Chev. Trk. 6 cyl. & W/A.I.R.		5/16"	7/16"	1-1/4"		
1967	Chev. Trk. 4 & 6 cyl. & W/A.I.R.		7/32"	15/32"	1-3/16"		1/4"
1967	Comet 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"	9/32"
1971	Comet 6 cyl. 200" Eng.		3/8"	15/32"	1-1/4"	5/32"	1/4"
1971	Comet 6 cyl. 170" Eng.		3/8"	15/32"	1-1/4"	7/64"	9/32"
1967	Fairlane 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"	9/32"
1967-69	Falcon 6 cyl. Imco 170-200" Eng.		7/32"	15/32"	1-1/4"	1/16"	9/32"
1970	Falcon 200" Eng.		3/8"	15/32"	1-1/4"	1/32"	1/4"
1968-69	Ford 240" Eng.		7/32"	15/32"	1-1/4"	3/64"	9/32"
1970	Ford 240" Eng.		3/8"	15/32"	1-1/4"	1/32"	1/4"
1971	Ford 240" Eng.		3/8"	15/32"	1-1/4"	13/64"	1/4"
1968-69	Ford & Trk. 170-240" Eng.	S/T	7/32"	15/32"	1-1/4"	1/32"	9/32"
		A/T	7/32"	15/32"	1-1/4"	3/64"	21/64"
1970-71	Ford Trk. 170-240-300" Eng.		7/32"	15/32"	1-1/4"		9/32"
1964-66	GMC Van 4cyl. & 64-65, 6 cyl.		5/16"	7/16"	1-3/16"		
1966-67	GMC Van 6cyl. & 67, 4cyl. W/A.I.R.		7/32"	15/32"	1-3/16"		1/4"
1950-53	IHC Trk. 735S-740S-879S 736S-741S		3/8"	3/8"	1-3/16"		
			5/16"	15/32"	1-3/16"		
1951-54	Kaiser-Frazer 4 & 6 cyl.		9/32"	15/32"	1-3/16"		
1950-71	Kaiser Jeep & Willys 4 & 6 cyl.		5/16"	15/32"	1-1/4"		
1970	Maverick 170-200" Eng.		3/8"	15/32"	1-1/4"	1/32"	5/16"
1971	Maverick 170-200" Eng.		3/8"	15/32"	1-1/4"	5/32"	1/4"
1967	Mustang 6 cyl. Imco 200" Eng.		7/32"	15/32"	1-1/4"	1/16"	9/32"
1970	Mustang 200" Eng.		3/8"	15/32"	1-1/4"	1/32"	1/4"
1951-52	Nash Statesman		1/2"	1/2"	1-1/4"	1/16"	9/32"
1951-62	Nash Rambler & American		1/2"	1/2"	1-1/4"	1/16"	9/32"
1954-55	Nash Statesman		3/8"	3/8"	1-1/4"	1/32"	7/16"
1966	Oldsmobile 6 cyl. W/A.I.R.		5/16"	7/16"	1-3/16"		1/4"
1967	Oldsmobile 6 cyl. W/A.I.R.		7/32"	15/32"	2-1/4"		1/4"

*FLOAT LEVEL NO. 1 FOR SPRING LOADED STEEL NEEDLE
NO. 2 FOR RESILIENT TIP NEEDLE
A.I.R. = AIR INJECTION REACTOR

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



Ref. No.

NOMENCLATURE

- | | |
|--|---|
| 1 | Gasket - Body flange. |
| 2 | Flange Assembly - Body |
| 3 | Screw - Idle adjusting |
| 4 | Spring - Idle adjusting screw |
| 5 | Gasket - Body flange. |
| 6 | Screw and Washer Assembly - Body flange. |
| 7 | Gasket - Metering rod jet |
| 8 | Jet - Metering rod |
| 9 | Rod - Metering |
| 10 | Jet - Low speed |
| 11 | Diaphragm Assembly - Pump |
| 12 | Housing - Pump diaphragm |
| 13 | Screw and Washer Assembly - Diaphragm housing |
| 14 | Strainer - Pump intake |
| 15 | Spring - Pump diaphragm |
| 16 | Retainer - Diaphragm spring |
| 17 | Spring - Upper pump |
| 18 | Retainer - Upper pump spring |
| 19 | Gasket - Bowl cover |
| 20 | Spring - Pin |
| 21 | Rod - Choke connector |
| 22 | Retainer - Connector rod |
| 23 | Air Horn Assembly |
| 24 | Screw and Washer Assembly - Air horn. |
| 25 | Arm Assembly - Metering rod |
| 26 | Link - Pump lifter |
| 27 | Gasket - Needle seat |
| 28 | Needle and Seat Assembly |
| 29 | Float Assembly |
| 30 | Pin - Float |
| 31 | Main Body |
| 32 | Link - Pump connector |
| 33 | Arm Assembly - Throttle shaft |
| | |
| The following parts are not used on all models | |
| 34 | Ball - Pump discharge |
| 35 | Weight - Pump discharge ball |
| 36 | Retainer - Pump intake ball |
| 37 | Ball - Pump intake |
| 38 | Housing - Thermostat |
| 39 | Gasket - Thermostat housing |
| 40 | Air Horn Assembly |