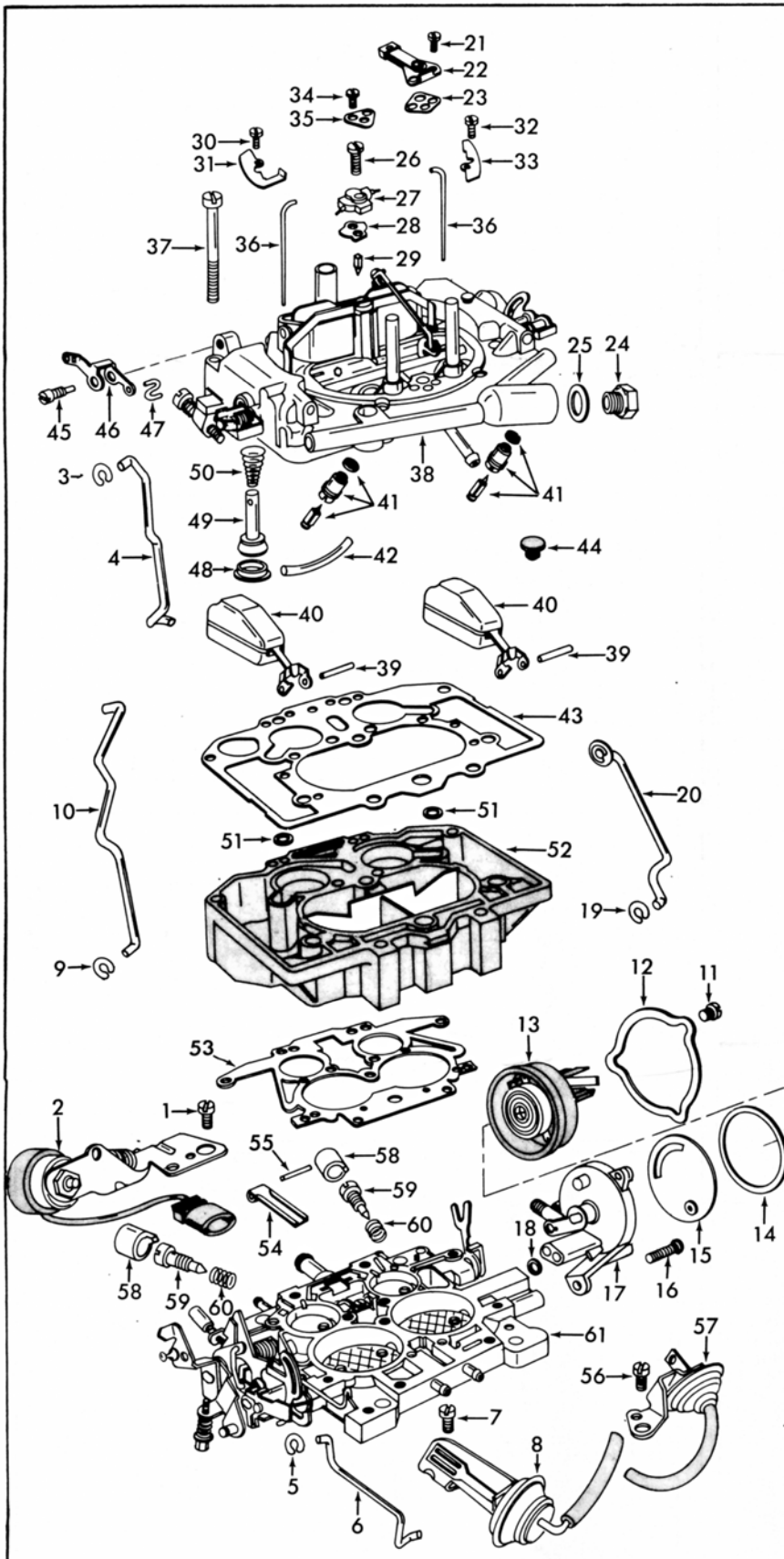


INSTRUCTION SHEET

CARTER CARBURETOR—"THERMO-QUAD"

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: LEAVE CONNECTING RODS OR LINKS CONNECTED AT ONE END WHEN EVER POSSIBLE. TWO BOWL COVER SCREWS (37) ARE LOCATED BETWEEN CHOKE VALVE AND WALL OF AIR HORN. BOWL VENT VALVE (44) CAN EASILY BE REMOVED AND INSTALLED WITHOUT REMOVING LEVER AND ROD. TO REMOVE PUMP PLUNGER (49) USE A SMALL ROD PLACED ON END OF PLUNGER SHAFT AND TAP LIGHTLY DRIVING OUT INTAKE CHECK (48). DO NOT REMOVE IDLE LIMITER CAPS (58) UNLESS SERVICE CAPS ARE AVAILABLE. LIMITER CAPS CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-TSP ASSY.	31. PLATE-METERING ROD COVER
2. TSP ASSY.	32. SCREW-METERING ROD COVER PLATE
3. RETAINER-FAST IDLE ROD	33. PLATE-METERING ROD COVER
4. ROD-FAST IDLE	34. SCREW-STEP UP PISTON COVER PLATE
5. RETAINER-DELAYED CHOKE PULLDOWN ROD	35. PLATE-STEP UP PISTON COVER
6. ROD-DELAYED CHOKE PULLDOWN	36. ROD (2)-METERING
7. SCREW-DELAYED DIAPHRAGM ASSY.	37. SCREW (10)-BOWL COVER
8. DELAYED DIAPHRAGM ASSY.	38. BOWL COVER ASSY.
9. RETAINER-PUMP ARM CONNECTOR ROD	39. PIN (2)-FLOAT LEVER
10. ROD-PUMP ARM CONNECTOR	40. FLOAT ASSY. (2)
11. SCREW (3)-CHOKE COVER CLAMP	41. NEEDLE, SEAT & GASKET ASSY. (2)
12. CLAMP-CHOKE COVER	42. TUBE-PUMP PASSAGE
13. CHOKE COVER & SPRING ASSY.	43. GASKET-BOWL COVER
14. GASKET-CHOKE COVER	44. VALVE-BOWL VENT
15. BAFFLE-CHOKE COVER	45. SCREW-PUMP ARM
16. SCREW (2)-CHOKE HOUSING	46. PUMP ARM
17. HOUSING-CHOKE	47. LINK-PUMP "S"
18. SEAL-CHOKE HOUSING	48. CHECK VALVE-PUMP INTAKE
19. RETAINER-CHOKE PULLOFF ROD	49. PUMP ASSY.
20. ROD, RETAINER & WASHER-CHOKE PULLOFF	50. SPRING-PUMP
21. SCREW (2)-HOT IDLE COMPENSATOR	51. O-RING (2)-MAIN WELL SEAL
22. VALVE-HOT IDLE COMPENSATOR	52. BOWL ASSY.-FUEL
23. GASKET-HOT IDLE COMPENSATOR VALVE	53. GASKET-THROTTLE BODY
24. FITTING-FUEL INLET	54. LEVER-STEP UP PISTON
25. GASKET-INLET FITTING	55. PIN-LEVER
26. SCREW-PUMP JET HOUSING	56. SCREW-CHOKE PULLDOWN DIAPHRAGM
27. HOUSING-PUMP JET	57. DIAPHRAGM PULLDOWN ASSY.-CHOKE
28. GASKET-PUMP JET HOUSING	58. CAP (2)-IDLE LIMITER
29. NEEDLE-PUMP DISCHARGE CHECK	59. NEEDLE (2)-IDLE ADJUSTING
30. SCREW-METERING ROD COVER PLATE	60. SPRING (2)-IDLE ADJ. NEEDLE
	61. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. CAUTION: DO NOT SOAK PLASTIC BODY FOR A LONG PERIOD OF TIME. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK DIAPHRAGM ASSEMBLIES, SOLENOIDS, ELECTRIC CHOKE COVER OR RUBBER PARTS IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

VACUUM DIAPHRAGM ASSY. (8) (57)-LEAK-TEST BEFORE INSTALLING ON THE THROTTLE BODY.

IDLE ADJUSTING NEEDLES (59) - TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 1/2 TURNS.

O-RINGS (51) - BE SURE THEY ARE INSTALLED IN PRIMARY MAIN WELL CAVITIES OF PLASTIC BOWL.

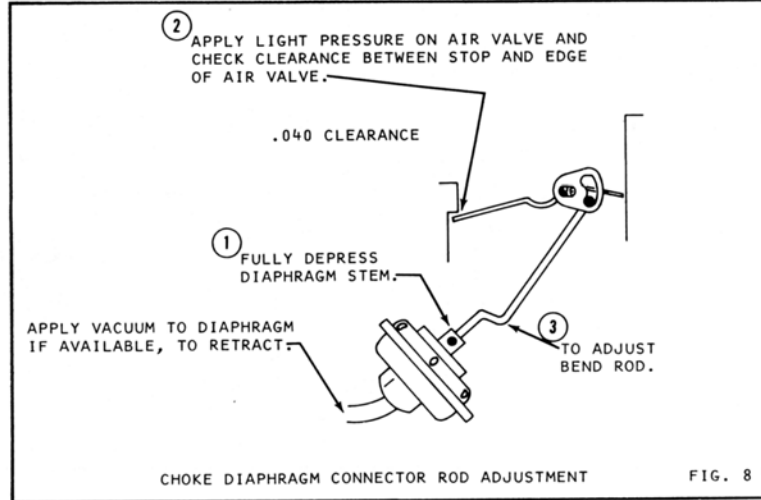
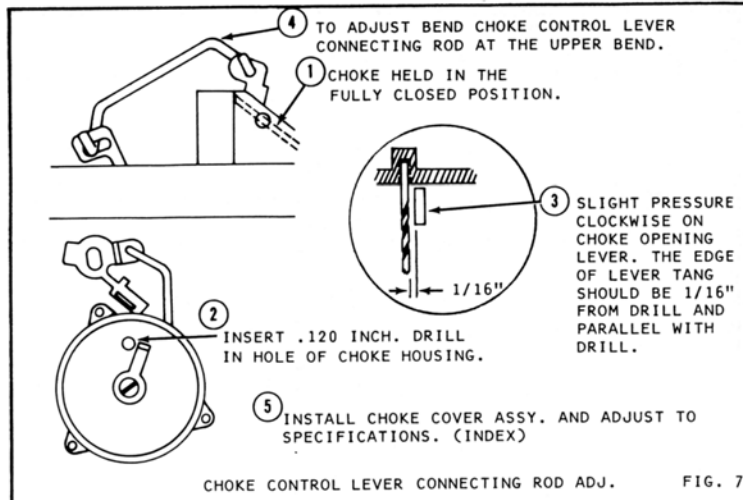
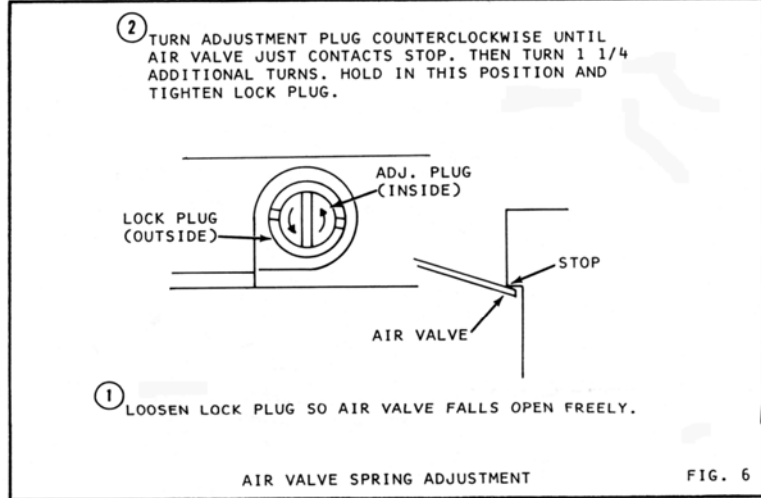
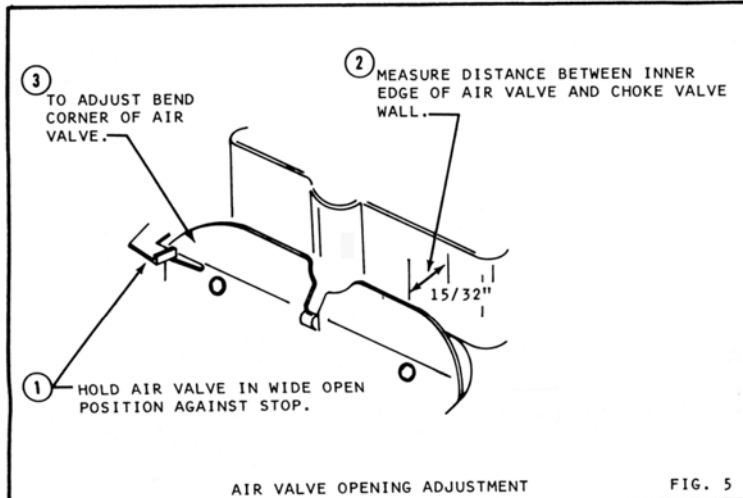
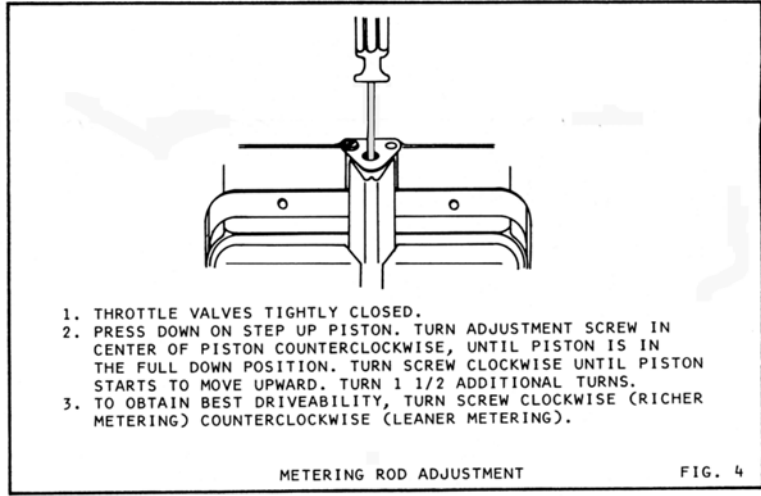
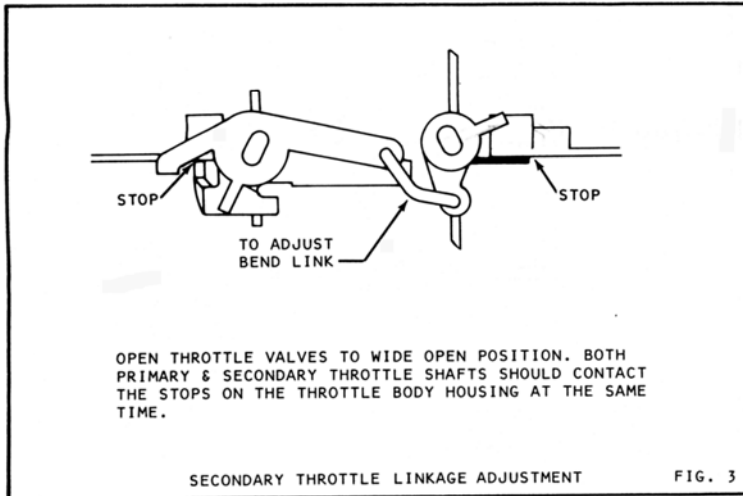
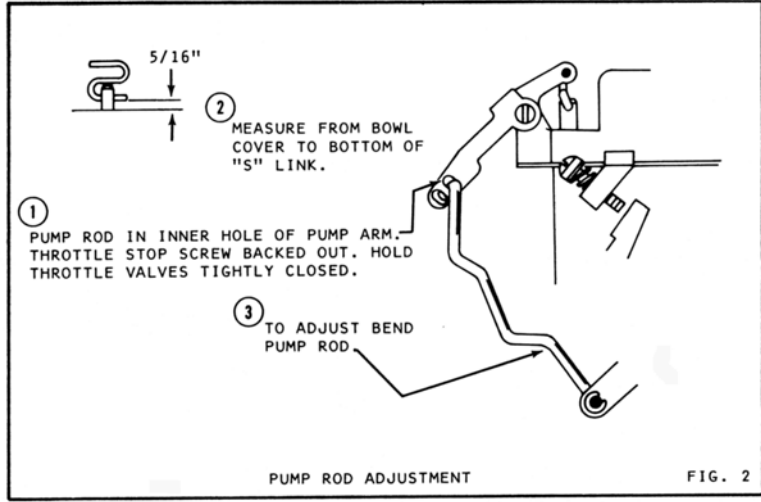
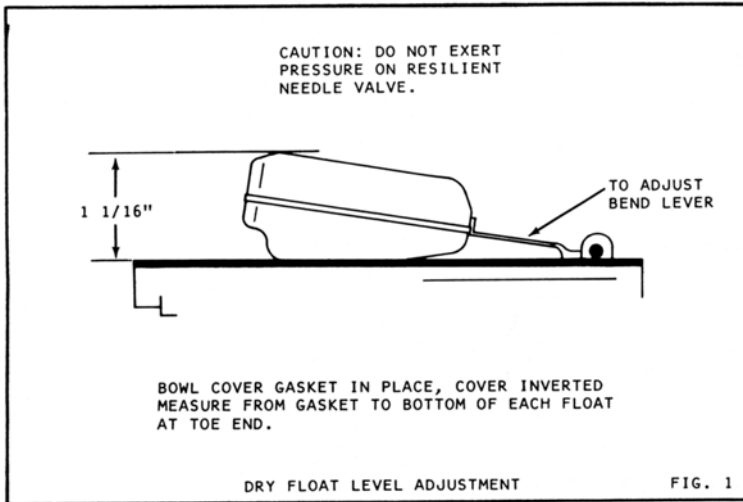
PUMP PLUNGER (49) INSTALLATION - INSTALL PLUNGER SPRING (50) LARGE END IN FIRST THEN INSTALL PUMP. HOLD IN PLACE BY INSTALLING "S" LINK (47) WITH LOWER OPEN END TOWARDS CHOKE. THEN INSTALL NEW INTAKE CHECK ASSY. (48) AND TAP LIGHTLY INTO PLACE.

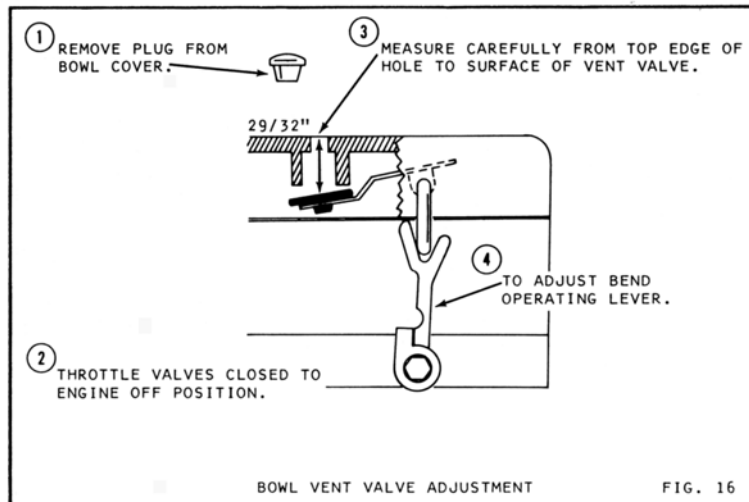
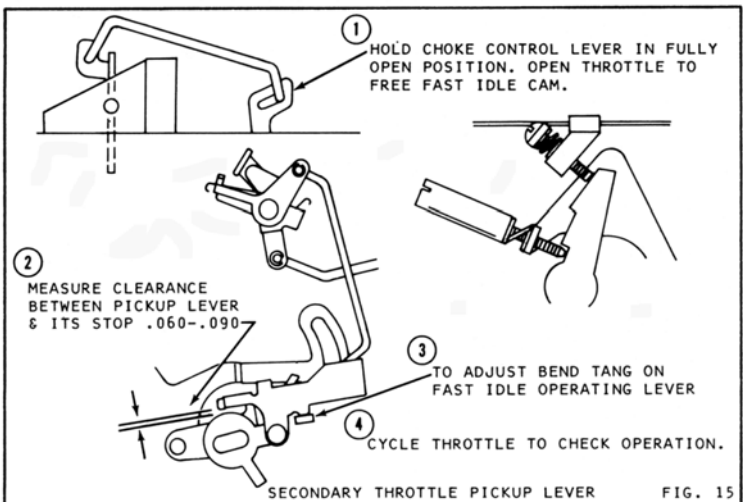
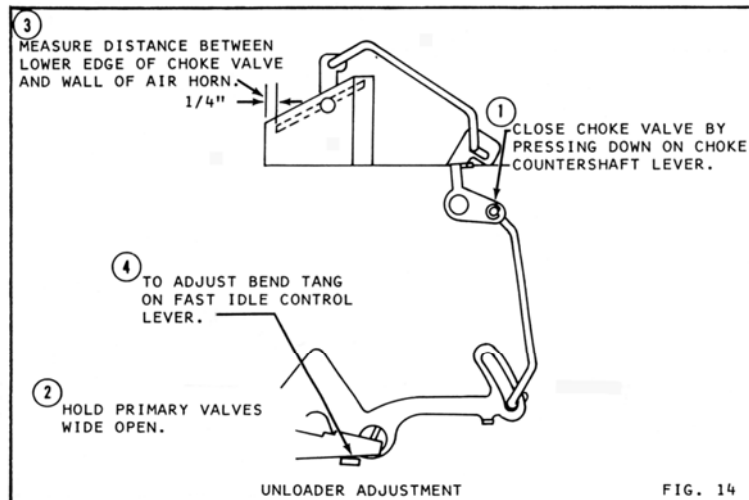
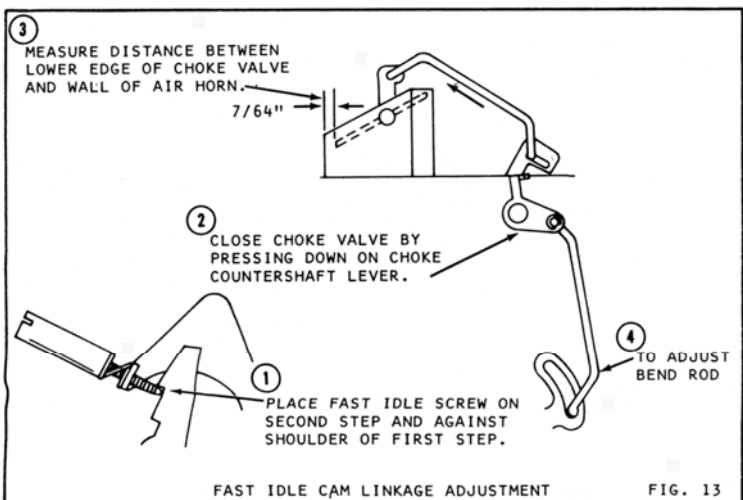
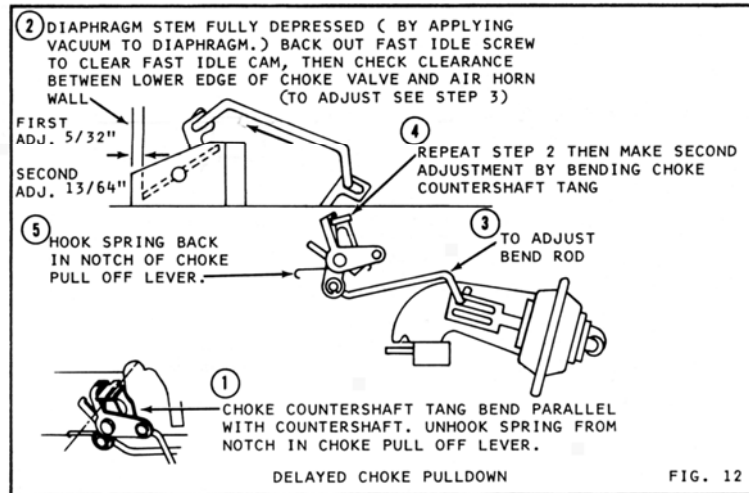
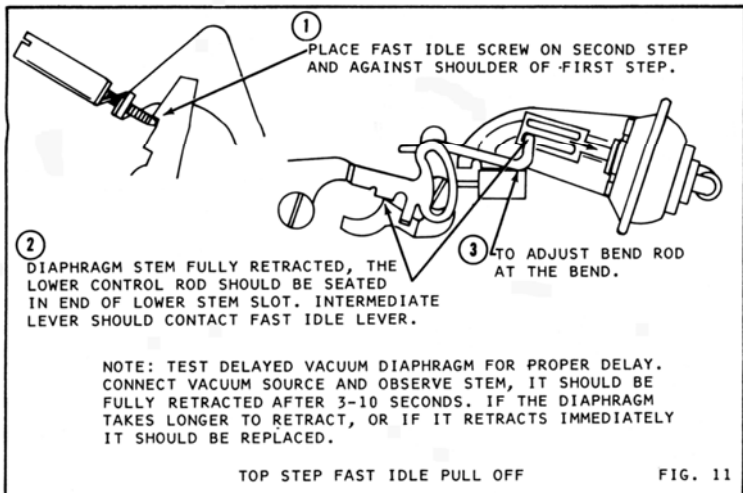
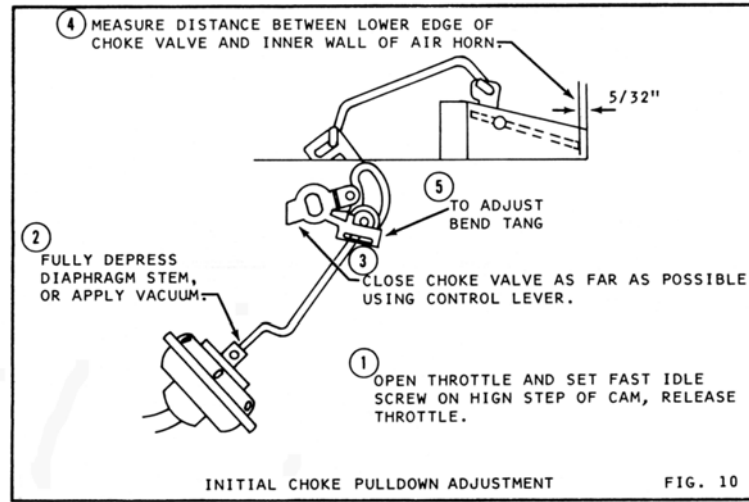
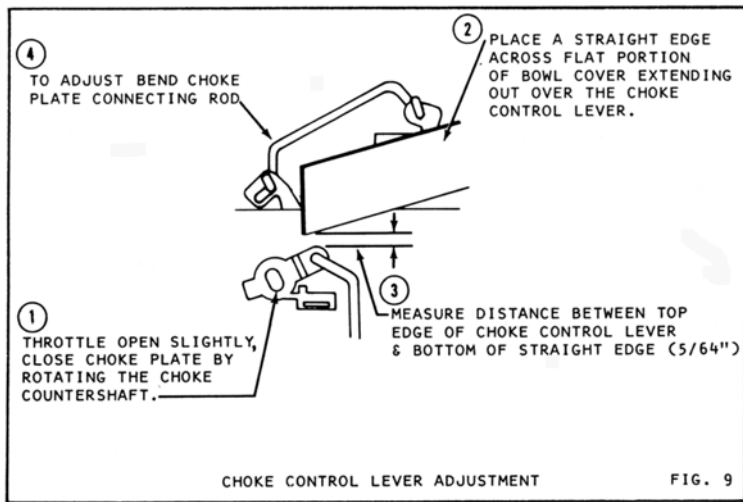
PUMP PASSAGE TUBE (42) - WHEN INSTALLING AVOID KINKING OF TUBE.

TSP ASSY. (2) - DO NOT MOUNT ON CARBURETOR UNTIL ALL BENCH ADJUSTMENTS HAVE BEEN MADE.

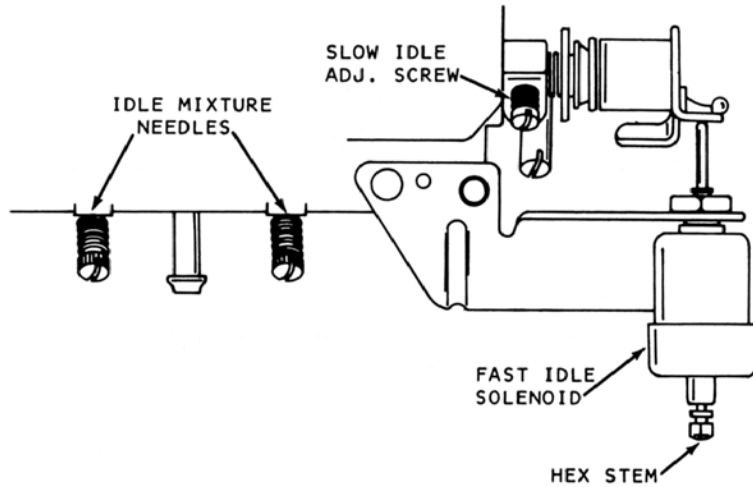
CHOKE COVER ASSY. (13) - DO NOT INSTALL UNTIL CHOKE OPERATING LEVER ADJUSTMENT IS MADE.

CHOKE BAFFLE PLATE (15) - INSTALL WITH DIMPLE IN THE MANIFOLD HEAT HOLE OF CHOKE HOUSING.





USE FACTORY CAR MANUAL PROCEDURE FOR ADJUSTING CURB IDLE AND CO% CHECK IF AVAILABLE, AND SPECIFICATIONS SHOWN ON THE "VEHICLE EMISSION CONTROL INFORMATION" LABEL IN THE ENGINE COMPARTMENT.



SUPPLEMENT

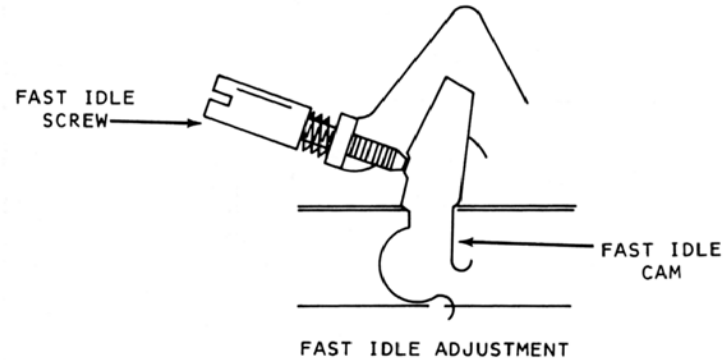
CURB IDLE AND SOLENOID "OFF" IDLE SPEED ADJUSTMENT.

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE
2. RUN ENGINE 20 MINUTES AT FAST IDLE (SECOND STEP). CHOKE FULLY OPEN. RETURN TO IDLE POSITION.
3. SET PARKING BRAKE & BLOCK WHEELS. PLACE A/T IN DRIVE M/T IN NEUTRAL. A/C OFF. AIR CLEANER IN PLACE WHEN MAKING FINAL ADJUSTMENTS.
4. ADJUST SOLENOID ADJUSTING HEX STEM TO SPECIFIED CURB IDLE (HIGHER) R.P.M. LISTED ON ENGINE EMISSION DECAL USING A TACHOMETER. (SOLENOID LEAD MUST BE CONNECTED)
5. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. KEEP BOTH NEEDLES THE SAME NUMBER OF TURNS FROM THE SEATED POSITION. READJUST IDLE R.P.M. IF NECESSARY.
6. A/T IN NEUTRAL. DISCONNECT THROTTLE SOLENOID POSITIONER ELECTRIC LEAD. ADJUST "OFF" IDLE SPEED ADJUSTING SCREW TO (LOW) R.P.M. LISTED ON ENGINE DECAL. (CONNECT SOLENOID LEAD.)

CURB IDLE ADJUSTMENT

FIG. 17

1. CURB IDLE ADJUSTED, REMOVE AIR CLEANER. PLUG VACUUM LINE FROM MANIFOLD.
2. DISCONNECT VACUUM HOSE AT THE CARBURETOR SPARK PORT AND DISTRIBUTOR PRIMARY DIAPHRAGM. INSTALL A "JUMPER" HOSE DIRECTLY BETWEEN THE TWO.
3. DISCONNECT THE EGK VACUUM LINE AT THE VALVE AND PLUG LINE. START ENGINE.
4. PLACE FAST IDLE SCREW ON SECOND STEP AND AGAINST FIRST STEP OF FAST IDLE CAM. ADJUST SCREW TO PROPER R.P.M. RECONNECT HOSES & INSTALL AIR CLEANER.



FAST IDLE ADJUSTMENT

FIG. 18