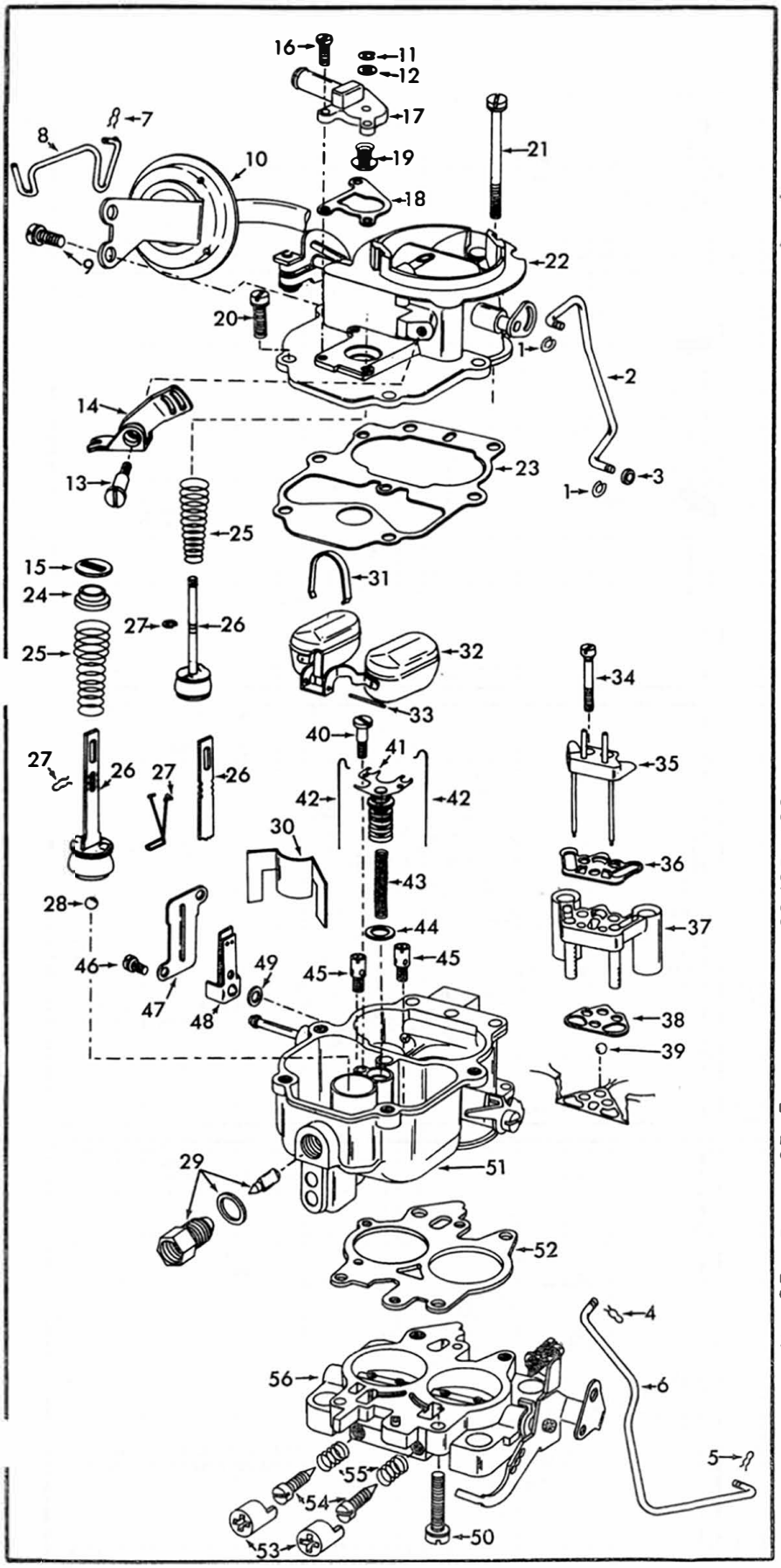
INSTRUCTION SHEET
CARTER CARBURETOR— MODEL BBD 1¼

50-736

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. CAUTION: ON EARLY CLEAN AIR PACKAGE CARBURETORS, IDLE ADJUSTING SCREWS (54) CANNOT BE REMOVED. ON LATER MODELS THE IDLE LIMITER CAPS (53) CAN BE REMOVED BY INSTALLING A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.		REF. NO.	
1.	RETAINER(2)-FAST IDLE ROD	27.	RETAINER-PUMP STEM
2.	ROD-FAST IDLE	28.	BALL-PUMP INTAKE CHECK(LARGE)
3.	SPACER-FAST IDLE ROD	29.	NEEDLE & SEAT ASSY.
4.	RETAINER-PUMP ROD	30.	BAFFLE-FLOAT BOWL S/M
5.	RETAINER-PUMP ROD	31.	RETAINER-FLOAT PIN
6.	ROD-PUMP	32.	FLOAT ASSY.
7.	RETAINER-CHOKE PULL-OFF LINK	33.	PIN-FLOAT
8.	LINK-CHOKE PULL-OFF	34.	SCREW(2)-VENTURI CLUSTER
9.	SCREW(2)-CHOKE PULL-OFF BRACKET	35.	COVER-VENTURI
10.	CHOKE PULL-OFF & HOSE ASSY.	36.	GASKET-VENTURI COVER
11.	RETAINER-PUMP STEM S/M	37.	CLUSTER-VENTURI
12.	WASHER-PUMP STEM S/M	38.	GASKET-VENTURI CLUSTER
13.	SCREW-PUMP ARM	39.	BALL-PUMP DISC. CHECK(SMALL)
14.	ARM-PUMP	40.	SCREW-STEP UP PISTON PLATE
15.	WASHER-VENT S/M	41.	STEP UP PISTON ASSY.
16.	SCREW(3)-VENT COVER S/M	42.	ROD(2)-STEP UP
17.	COVER-VENT VALVE S/M	43.	SPRING- STEP UP PISTON
18.	GASKET-COVER S/M	44.	GASKET-STEP UP PISTON
19.	VENT VALVE & SPRING ASSY. S/M	45.	JET(2)-MAIN METERING
20.	SCREW & LOCKWASHER (4)-BOWL COVER	46.	SCREW(2)-COMPENSATOR VALVE COVER
21.	SCREW & LOCKWASHER (2)-BOWL COVER	47.	COVER-COMPENSATOR VALVE
22.	BOWL COVER ASSY.	48.	VALVE-COMPENSATOR
23.	GASKET-BOWL COVER	49.	GASKET-COMPENSATOR VALVE
24.	BUSHING-PUMP SPRING S/M	50.	SCREW & LOCKWASHER(2)-THROTTLE BODY
25.	SPRING-PUMP	51.	BOWL ASSY.
26.	PUMP PLUNGER.ASSY.	52.	GASKET-THROTTLE BODY
S/M=SOME MODELS		53.	CAP(2)-IDLE LIMITER S/M
		54.	NEEOLE(2)-IDLE ADJUSTING
		55.	SPRING(2)-IDLE ADJ. NEEDLE
		56.	THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. 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 CHOKE PULL-OFF (10) OR PARTS CONTAINING RUBBER OR LEATHER 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

IDLE ADJUSTING NEEDLES (54)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 TURN.

MAIN METERING JETS (45)-LATER MODEL CARBURETORS DO NOT USE A GASKET ON JET SEAT.

STEP UP PISTON GASKET (44)-BE SURE GASKET IS PROPERLY PLACED IN THE BOTTOM OF PISTON CYLINDER.

RETAINER FLOAT PIN (31)-BE SURE RETAINER IS SETTING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

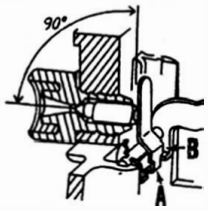
RETAINER(27)-USE PROPER RETAINER WITH PUMP STEM STYLE SHOWN ON EXPLODED VIEW.

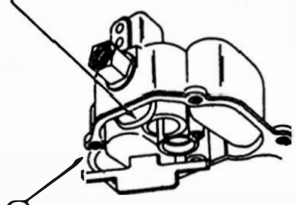
PUMP PLUNGER (26) – FLARE LEATHER CUP OUTWARD SLIGHTLY, THEN SOAK CUP IN GASOLINE OR LIGHT OIL PRIOR TO INSTALLING.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

AFTER FLOAT ADJUSTMENT THE FLOAT LIP MUST BE IN THE VERTICAL POSITION WITH THE NEEDLE LIGHTLY SEATED.

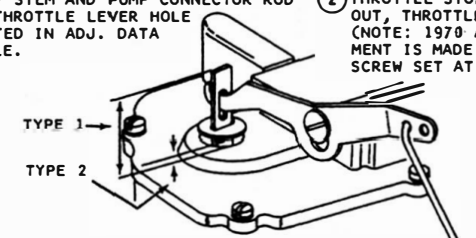




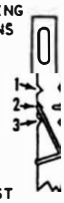
1. BOWL ASSY. INVERTED HOLD FLOAT PIN RETAINER IN PLACE AGAINST FLOAT PIN.
2. MEASURE BETWEEN CROWN OF EACH FLOAT (AT CENTER) AND TOP OF FUEL BOWL.
3. TO ADJUST REMOVE FLOAT AND BEND LIP AT A OR B OR BOTH

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

1. PLUNGER PIN SPRING IN GROOVE OF PUMP STEM AND PUMP CONNECTOR ROD IN THROTTLE LEVER HOLE LISTED IN ADJ. DATA TABLE.
2. THROTTLE STOP SCREW BACKED OUT, THROTTLE VALVES CLOSED. (NOTE: 1970 AND LATER ADJUSTMENT IS MADE WITH THROTTLE SCREW SET AT CURB IDLE.)



PIN SPRING POSITIONS



3. TYPE-1. MEASURE FROM SURFACE OF CASTING TO TOP OF PLUNGER SHAFT.
TYPE-2. MEASURE DISTANCE BETWEEN VENT VALVE AND VALVE SEAT.

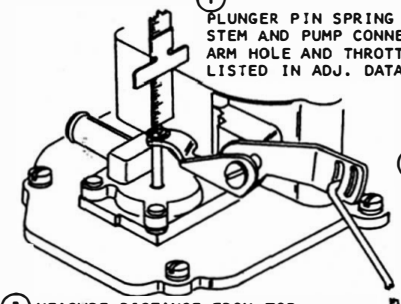
NOTE: PUMP CONNECTOR ROD AND PLUNGER PIN SPRING SHOULD ALWAYS BE IN CORRESPONDING POSITION.

4. TO ADJUST BEND ROD.

PUMP/BOWL VENT ADJUSTMENT TYPE 1 & 2 WITH CLEANER AIR PACKAGE FIG. 2

1. PLUNGER PIN SPRING IN GROOVE OF PUMP STEM AND PUMP CONNECTOR ROD IN PUMP ARM HOLE AND THROTTLE LEVER HOLE LISTED IN ADJ. DATA TABLE.

PIN SPRING POSITIONS

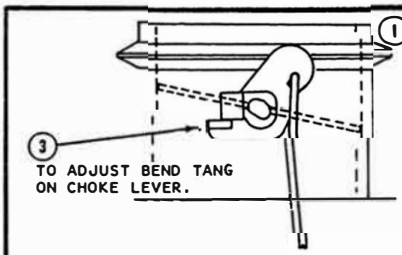


2. ADJUST THROTTLE STOP SCREW TO CURB IDLE R.P.M.

2A. 1973 CARB. THROTTLE VALVES TIGHTLY CLOSED.

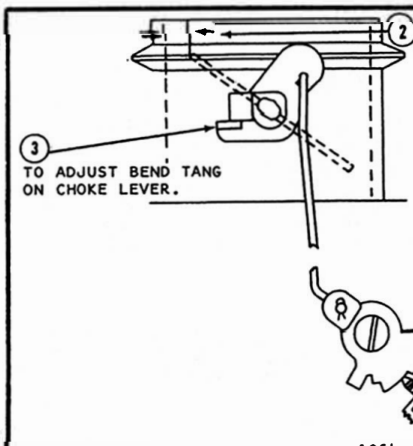
3. MEASURE DISTANCE FROM TOP FLAT SURFACE OF BOWL COVER TO TOP OF PUMP SHAFT. (SEE DATA TABLE FOR MEASUREMENT)
4. TO ADJUST BEND ROD

PUMP/BOWL VENT ADJUSTMENT TYPE 3 WITH EVAPORATION CONTROL SYSTEM. FIG. 3



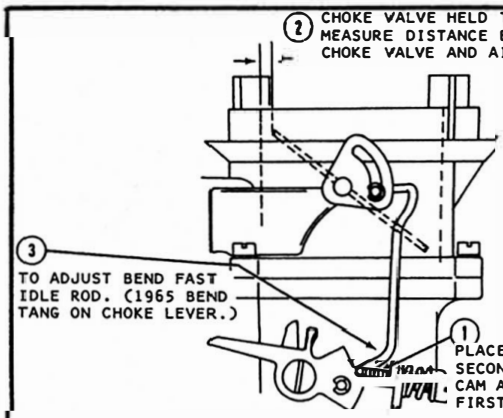
1. CHOKE VALVE HELD TIGHTLY CLOSED.
3. TO ADJUST BEND TANG ON CHOKE LEVER.
2. FAST IDLE SCREW SHOULD ALIGN WITH INDEX MARK ON FAST IDLE CAM.

1960-63
FAST IDLE LINK/CAM ADJUSTMENT FIG. 4



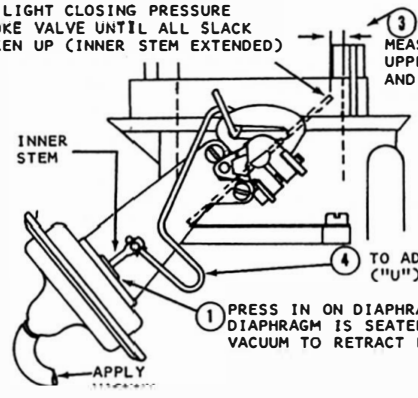
2. CHOKE VALVE HELD TOWARDS CLOSED POSITION. MEASURE DISTANCE BETWEEN TOP EDGE OF CHOKE VALVE AND AIR HORN WALL.
3. TO ADJUST BEND TANG ON CHOKE LEVER.
1. PLACE FAST IDLE SCREW ON LOW STEP OF FAST IDLE CAM AGAINST SHOULDER OF NEXT STEP.

1964
FAST IDLE LINK/CAM ADJUSTMENT FIG. 5



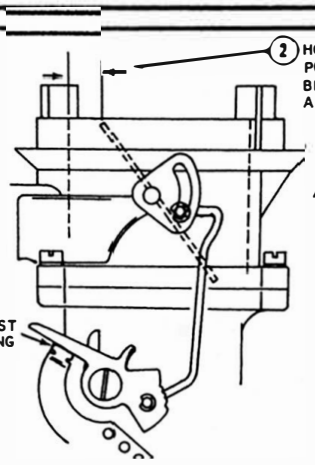
2. CHOKE VALVE HELD TOWARDS CLOSED POSITION. MEASURE DISTANCE BETWEEN TOP EDGE OF CHOKE VALVE AND AIR HORN WALL.
3. TO ADJUST BEND FAST IDLE ROD. (1965 BEND TANG ON CHOKE LEVER.)
1. PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF FIRST STEP.

1965-73
FAST IDLE LINK/CAM ADJUSTMENT FIG. 6



2. APPLY LIGHT CLOSING PRESSURE TO CHOKE VALVE UNTIL ALL SLACK IS TAKEN UP (INNER STEM EXTENDED)
3. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.
4. TO ADJUST BEND ("U") OF LINK.
1. PRESS IN ON DIAPHRAGM STEM (OUTER) UNTIL DIAPHRAGM IS SEATED. (OR APPLY OUTSIDE VACUUM TO RETRACT DIAPHRAGM.)

CHOKE VACUUM PULL-OFF ADJUSTMENT FIG. 7



2. HOLD CHOKE VALVE TOWARDS CLOSED POSITION. THEN MEASURE DISTANCE BETWEEN UPPER EDGE OF VALVE AND AIR HORN WALL.

1/4" CLEARANCE ALL MODELS

3. TO ADJUST BEND TANG
1. THROTTLE VALVE HELD IN WIDE OPEN POSITION.

UNLOADER ADJUSTMENT FIG. 8

ADJUSTMENTS

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE AND SPECIFICATIONS LISTED ON ENGINE COMPARTMENT DECAL.

SUPPLEMENT PROCEDURE

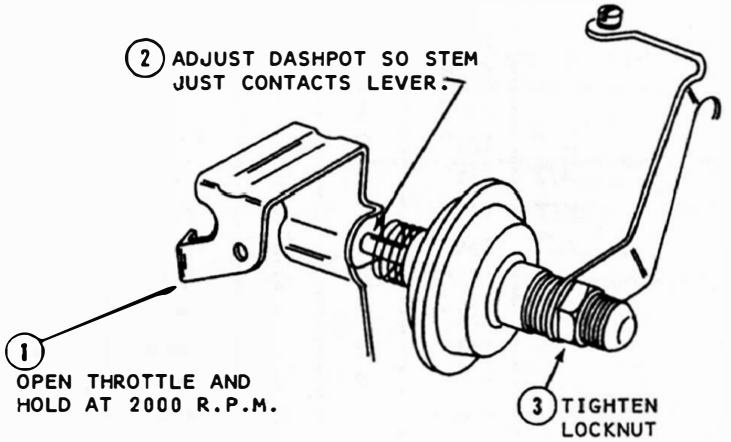
1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
   TRANSMISSION IN NEUTRAL (NOT PARK)
   AIR CLEANER INSTALLED
   A/C OFF
3. SET THROTTLE CURB IDLE SPEED AS LISTED ON ENGINE COMPARTMENT DECAL.
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.

SLOW IDLE ADJUSTMENT FIG. 9

(1) PLACE FAST IDLE SCREW ON PROPER STEP OF FAST IDLE CAM. (SEE DATA TABLE) CAM LOCATION POINT.

(2) ADJUST FAST IDLE SCREW TO PROPER R.P.M.

FAST IDLE ADJUSTMENT FIG. 10



DASHPOT ADJUSTMENT S/T FIG. 11

ADJUSTMENT DATA TABLE

Year	Application		Float Level	PUMP/BOWL VENT ADJUSTMENTS					Fast Idle Linkage Adj.		Choke Pull-Off	Slow Idle R. P. M.	Fast Idle R. P. M.	Auto Choke Setting
				Type	Lever Hole	Arm Hole	Pin Spring Position	Pump/vent Dimen.	Cam Step	Dimen.				
CHRYSLER CORP. PASS. CARS														
1960-63			1/4"	2	2	Inner	2	1/16"	Index	–	–	500	1400	–
1964	318" Eng.		1/4"	2	2	Inner	2	1/16"	L/S	1/4"	3/16"	500	700 L/S	Index
	273" Eng.		1/4"	2	2	Outer	2	1/16"	L/S	1/4"	3/16"	500	700 L/S	Index
1965	318" Eng.		1/4"	2	2	Inner	2	1/16"	2/S	7/64"	S/T3/16"	500	700 L/S	Index
	273" Eng.		1/4"	2	2	Outer	2	1/16"	2/S	7/64"	A/T1/8"	500	700 L/S	Index
1966-67	wo/C.A. P.	S/T	1/4"	2	2	Outer	2	1/16"	2/S	3/32"	3/16"	500	700 L/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	1/8"	500	700 L/S	2-Rich
1966-67	w/C. A. P.	S/T	1/4"	1	2	Inner	–	1 1/16"	2/S	3/32"	3/16"	700	1400 2/S	Index
		A/T	1/4"	1	2	Inner	–	1 1/16"	2/S	3/32"	1/8"	650	1500 2/S	Index
1967-75	6 Cyl. Power Pack (Export)		1/4"	2	2	Outer	2	1/16"	2/S	5/64"	–	550	850 2/S	2-Rich
1968	273" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1400 2/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	3/32"	600	1600 2/S	2-Rich
1968	318" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1300 2/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	600	1500 2/S	2-Rich
1968	318" Eng. Canada	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	500	700 2/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	500	700 2/S	2-Rich
1969	273" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1500 2/S	Index
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	3/32"	E/D	1600 2/S	Index
1969	318" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1300 2/S	Index
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	E/D	1700 2/S	Index
1970-72	318" Eng. wo/E. C. S.	S/T	1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T	1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-72	318" Eng. w/E. C. S.	S/T	1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T	1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1973	318" Eng. w/E. C. S.		1/4"	3	2	Inner	2	*1/4"	2/S	3/32"	5/32"	E/D	1700 2/S	–
DODGE TRUCKS														
1963	273" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	–	–	–	500	700 L/S	–
1966	wo/C. A. P.	S/T	1/4"	2	2	Outer	2	1/16"	2/S	3/32"	3/16"	500	700 L/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	1/8"	500	700 L/S	2-Rich
1966	w/C. A. P.	S/T	1/4"	1	2	Inner	–	1 1/16"	2/S	3/32"	3/16"	700	1400 2/S	Index
		A/T	1/4"	1	2	Inner	–	1 1/16"	2/S	3/32"	1/8"	650	1500 2/S	Index
1968	318" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	7/32"	650	1300 2/S	2-Rich
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	600	1500 2/S	2-Rich
1969	318" Eng.	S/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	5/32"	E/D	1300 2/S	Index
		A/T	1/4"	2	2	Inner	2	1/16"	2/S	3/32"	9/64"	E/D	1700 2/S	Index
1970-73	318" Eng. wo/E. C. S.	S/T	1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T	1/4"	2	2	Inner	2	1/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-73	318" Eng. w/E. C. S.	S/T	1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	1600 2/S	Index
		A/T	1/4"	3	2	Inner	2	7/32"	2/S	3/32"	5/32"	E/D	2000 2/S	Index
1970-71	361" Eng. wo/E. C. S.		1/4"	2	2	Inner	2	1/32"	Index	–	–	E/D	1900	M/C
1972-73	361" Eng. wo/E. C. S.		1/4"	2	3	Inner	3	1/32"	Index	–	–	E/D	1900	M/C
1973	361" Eng. w/E. C. S.		1/4"	3	3	Inner	3	7/32"	Index	–	–	E/D	1900	M/C
MOTOR HOME														
1968-69			1/4"	2	2	Inner	2	1/16"	–	–	–	E/D	–	–
1970-72	318" Eng.	A/T	1/4"	2	2	Inner	2	1/32"	2/S	3/32"	–	E/D	1700 2/S	2-Rich
	Carb. No. 6169S-SA	A/T	1/4"	2	3	Inner	3	1/32"	2/S	3/32"	–	E/D	1800 2/S	2-Rich
1973	318" Eng. W/E. C. S.	A/T	1/4"	3	2	Inner	2	7/32"	2/S	3/32"	–	E/D	1800 2/S	2-Rich

S/T – Standard Transmission
A/T – Automatic Transmission
M/C – Manual Choke
wo/C. A. P. – Without cleaner air package
w/C. A. P. – With cleaner air package
wo/E. C. S. – Without evaporation control system
w/E. C. S. – With evaporation control system
L/S – Low Step
2/S – Second Step
E/D – Engine Decal
* Throttle valves tightly closed. – 1973