

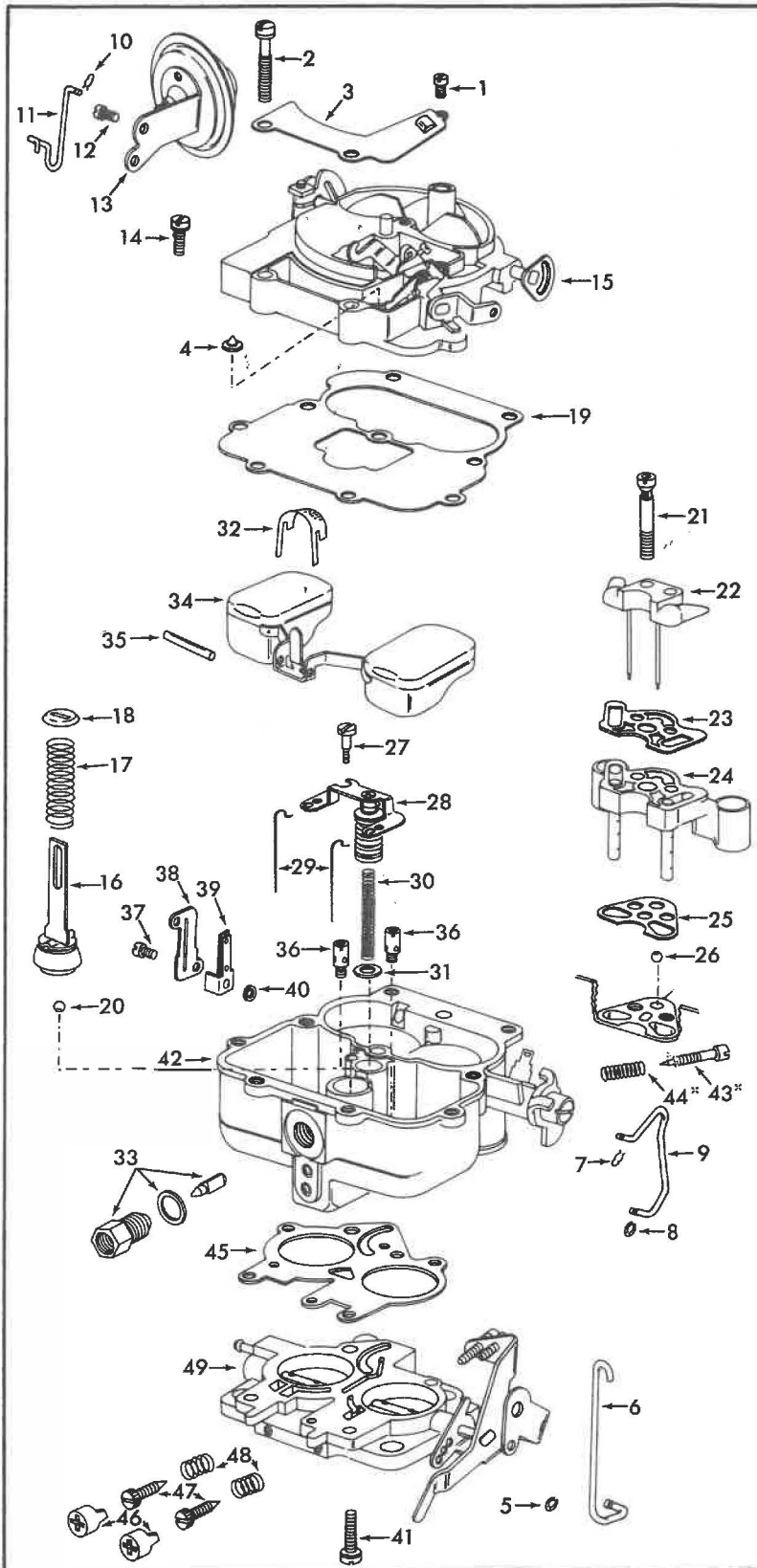
INSTRUCTION SHEET

CARTER CARBURETOR— MODEL BBD 1½

IS- 50-737

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: CAREFULLY HOLD VENT ARM WHEN REMOVING VENT VALVE (4). ON EARLY CLEAN AIR PACKAGE CARBURETORS IDLE ADJUSTING SCREWS (47) CANNOT BE REMOVED. 1968 & EARLY 1969 MODELS USE A SINGLE IDLE ADJUSTING SCREW (43) WHICH HAS A LEFT HAND THREAD. ON LATER MODELS THE IDLE LIMITER CAPS (46) 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-COVER PLATE	24. VENTURI CLUSTER ASSY.
2. SCREW & LOCKWASHER(2)-BOWL COVER	25. GASKET-VENTURI CLUSTER
3. PLATE-COVER	26. BALL-PUMP DISC. CHECK(SMALL)
4. VALVE-VENT	27. SCREW-STEP UP PISTON PLATE
5. RETAINER-PUMP ROD	28. STEP UP PISTON PLATE ASSY.
6. ROD-PUMP	29. ROD(2)-STEP UP
7. RETAINER-FAST IDLE ROD (UPPER)	30. SPRING-STEP UP PISTON
8. RETAINER-FAST IDLE ROD (LOWER)	31. GASKET-STEP UP PISTON
9. ROD-FAST IDLE	32. RETAINER-FLOAT PIN
10. RETAINER-CHOKE PULL-OFF LINK	33. NEEDLE & SEAT ASSY.
11. LINK-CHOKE PULL-OFF ASSY.	34. FLOAT ASSY.
12. SCREW(2)-CHOKE PULL-OFF ASSY.	35. PIN-FLOAT
13. CHOKE PULL-OFF ASSY.	36. JET(2)-MAIN METERING
14. SCREW & LOCKWASHER(6)-BOWL COVER	37. SCREW(2)-VALVE COVER S/M
15. BOWL COVER ASSY.	38. COVER-COMPENSATOR VALVE S/M
16. PUMP ASSY.	39. VALVE-COMPENSATOR S/M
17. SPRING-PUMP	40. GASKET-COMPENSATOR VALVE S/M
18. RETAINER-PUMP SPRING	41. SCREW & LOCKWASHER(4)-THROTTLE BODY
19. GASKET-BOWL COVER	42. BOWL ASSY.
20. BALL-PUMP INTAKE CHECK(LARGE)	43. NEEDLE(1)-IDLE ADJ.*
21. SCREW(2)-VENTURI CLUSTER	44. SPRING-IDLE NEEDLE*
22. COVER-VENTURI	45. GASKET-THROTTLE BODY
23. GASKET-VENTURI COVER	46. CAP(2)-IDLE LIMITER
	47. NEEDLE-IDLE ADJUSTING
	48. SPRING-IDLE ADJUSTING NEEDLE
	49. THROTTLE BODY ASSY.

* 1968 AND EARLY 1969
S/M=SOME MODELS

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 (13) 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 NEEDLE'S (43) OR (47)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 TURN.

MAIN METERING JETS (36)-LATER MODEL CARBURETORS DO NOT USE A GASKET ON JET SEAT.

STEP UP PISTON GASKET (31)-BE SURE GASKET IS PROPERLY PLACED IN THE BOTTOM OF PISTON CYLINDER.

RETAINER FLOAT PIN (32)-BE SURE RETAINER IS SETTING ON FLOAT PIN AND NOT HUNG UP IN GUIDE SLOTS.

PUMP PLUNGER (16) - 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 OUTER END) AND TOP OF FUEL BOWL.

3 TO ADJUST REMOVE FLOAT AND BEND LIP AT A OR B OR BOTH

90°

A B

DRY FLOAT LEVEL

FIG. 1

NOTE: WHEN THROTTLE CONNECTOR ROD IS INSTALLED IN A DIFFERENT HOLE FOR SEASONAL OPERATION, THE BOWL VENT MUST BE READJUSTED.

3 MEASURE DISTANCE FROM TOP OF BOWL COVER TO TOP OF PUMP PLUNGER.

4 TO ADJUST BEND ROD

1 THROTTLE CONNECTOR ROD INSTALLED IN PROPER HOLE. (SEE DATA TABLE)

2 THROTTLE STOP SCREW BRACKET OUT. THROTTLE VALVES FULLY CLOSED.

PUMP ADJUSTMENT

FIG. 2

CHOKE VALVE HELD CLOSED. FAST IDLE SCREW SHOULD ALIGN WITH INDEX MARK ON FAST IDLE CAM.

1958-63

1964

1965-69

1 PLACE FAST IDLE SCREW ON LOW STEP OF FAST IDLE CAM.

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

3 TO ADJUST BEND TANG

1 PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM.

3 TO ADJUST BEND TANG.

FAST IDLE LINK ADJUSTMENT

FIG. 3

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

3 TO ADJUST BEND CHOKE LINK.

1 PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM.

1970-71

FIG. 4

2 APPLY LIGHT CLOSING PRESSURE TO CHOKE VALVE UNTIL ALL SLACK IS TAKEN UP (INNER STEM EXTENDED)

INNER STEM

APPLY VACUUM

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 (VACUUM KICK)

FIG. 5

2 HOLD CHOKE VALVE TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE & AIR HORN WALL.

3 TO ADJUST EARLY MODELS BEND TANG ON FAST IDLE ARM.

1 THROTTLE VALVES HELD IN THE WIDE OPEN POSITION.

LATE MODELS BEND ARM

UNLOADER ADJUSTMENT

FIG. 6

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

CURB IDLE SCREW

IDLE MIXTURE NEEDLES (2)

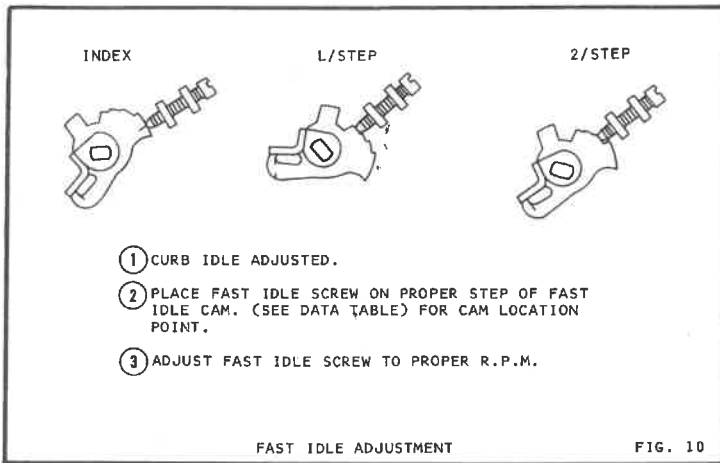
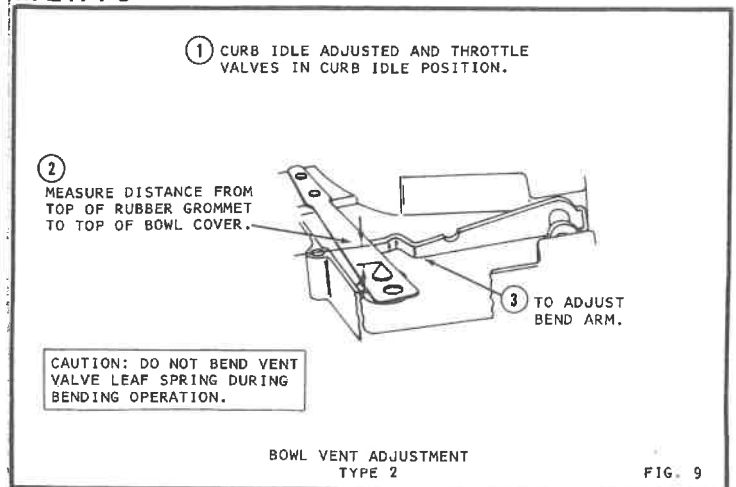
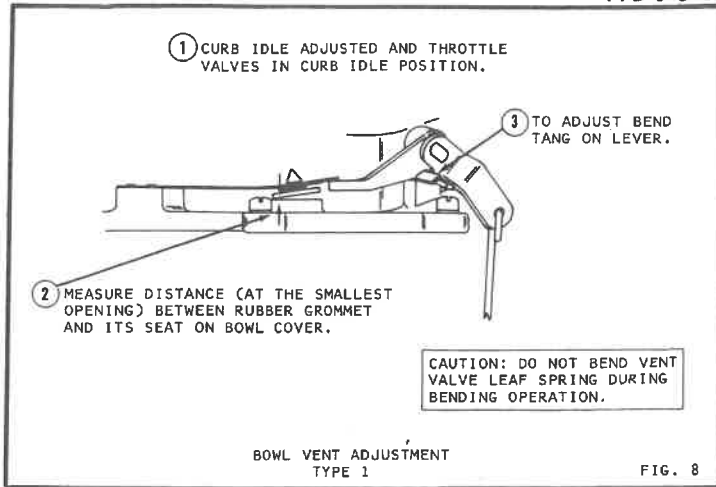
SUPPLEMENTARY PROCEDURE

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 CURB IDLE SPEED AS LISTED ON ENGINE COMPARTMENT DECAL. (OR DATA TABLE)
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.

CURB IDLE ADJUSTMENT

FIG. 7

ADJUSTMENTS



ADJUSTMENT DATA TABLE

50-499

Year	Application	Float Level	Pump Adjustment		Fast Idle Link Adj.		Choke Pull-Off		Curb Idle R. P. M.		Bowl Vent Dimen.	Fast Idle R. P. M.		Auto Choke Setting
			Lever Hole	Dimen.	Cam Step	Dimen.	S/T	A/T	S/T	A/T		S/T	A/T	
CHRYSLER CORP. PASS. CARS														
DODGE TRUCK														
1958-59		5/16"	2	1"	Index	—	—	—	500	500	1/16"	1400	1400	Index
1960-63		9/32"	2	1"	Index	—	—	—	500	500	1/16"	1400	1400	Index
1960-67	361", 413" Truck S/T	9/32"	—	1 1/32"	—	—	—	—	500	—	1/16"	—	—	M/C
1964		5/16"	2	1"	L/S	15/64"	11/64"	11/64"	500	500	1/16"	700L/S	700L/S	2-Rich
1965		5/16"	2	1"	2/S	7/64"	3/16"	5/32"	500	500	1/16"	700L/S	700L/S	2-Rich
1966	wo/C. A. P.	5/16"	2	1"	2/S	1/8"	11/64"	9/64"	500	500	1/16"	700L/S	700L/S	2-Rich
1966	w/C. A. P.	5/16"	3	1"	2/S	1/8"	11/64"	11/64"	650	600	3/64"	1400 2/S	1600 2/S	2-Rich
1967	wo/C. A. P.	5/16"	2	29/32"	2/S	3/32"	5/32"	3/32"	500	500	1/16"	700L/S	700L/S	2-Rich
1967	w/C. A. P.	5/16"	3	1"	2/S	3/32"	5/32"	1/8"	650	600	3/64"	1400 2/S	1700 2/S	2-Rich
1968		5/16"	3	1"	2/S	1/8"	15/64"	11/64"	650	600	3/64"	1600 2/S	1600 2/S	2-Rich
1969		5/16"	3	1"	2/S	1/8"	5/32"	5/32"	E/D	E/D	3/64"	1600 2/S	1600 2/S	2-Rich
1970-71	w/C. A. P.	5/16"	3	1"	2/S	9/64"	5/32"	9/64"	E/D	E/D	1/32"	1700 2/S	1700 2/S	2-Rich
1970-71	w/E. C. S.	5/16"	3	1"	2/S	9/64"	5/32"	9/64"	E/D	E/D	3/16"	1700 2/S	1700 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