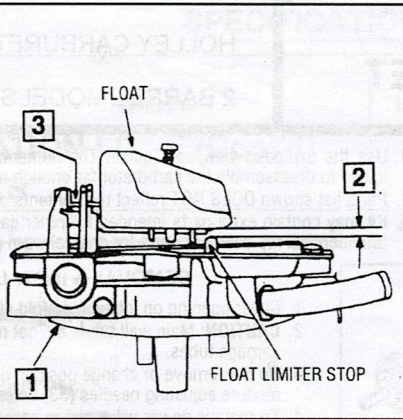


ADJUSTMENT DATA

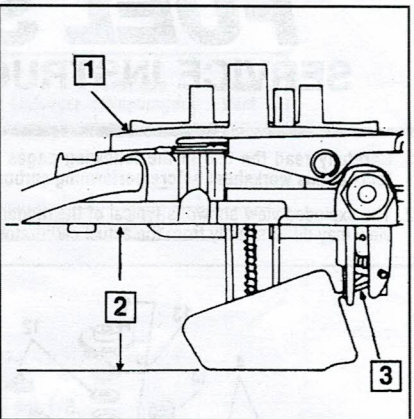
**FIG. 1
FLOAT LEVEL ADJUSTMENT**

1. INVERT AIR HORN ASSEMBLY, ALLOWING ONLY WEIGHT OF FLOAT TO REST AGAINST NEEDLE.
2. MEASURE BETWEEN TOP OF FLOAT AND FLOAT LIMITER STOP.
3. TO ADJUST, BEND FLOAT LIP.



**FIG. 2
FLOAT DROP ADJUSTMENT**

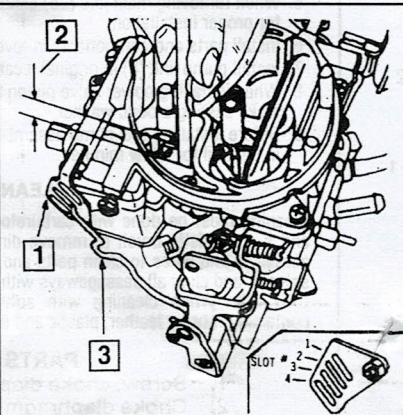
1. HOLD AIR HORN IN UPRIGHT POSITION. ALLOW FLOAT TO HANG FREELY.
2. BOTTOM SURFACE OF FLOAT MUST BE PARALLEL TO PARTING SURFACE OF AIR HORN.
3. TO ADJUST, BEND TANG ON FLOAT ARM.



**FIG. 3
ACCELERATOR PUMP**

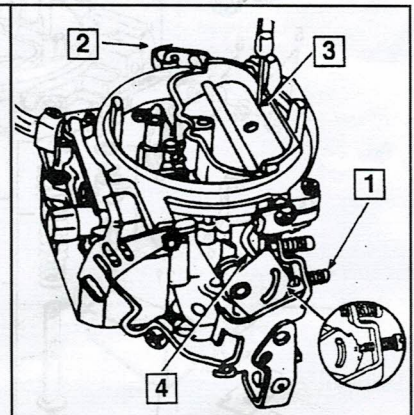
NOTE: COMPLETELY CLOSE THROTTLE VALVES.

1. PLACE PUMP CONNECTOR ROD IN SPECIFIED HOLE.
2. MEASURE DISTANCE BETWEEN TOP OF AIR HORN AND END OF PUMP ROD.
- 2A. MEASURE PUMP TRAVEL (DROP) FROM CURB IDLE TO WIDE OPEN THROTTLE POSITION.
3. TO ADJUST, BEND PUMP CONNECTOR ROD.



**FIG. 4
FAST IDLE CAM POSITION**

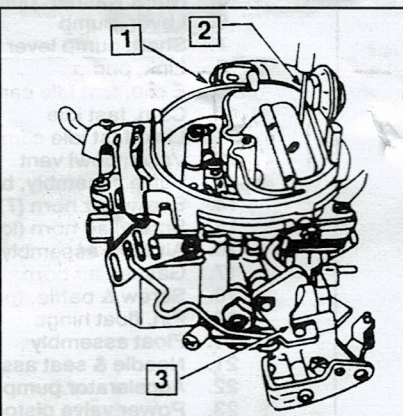
1. PLACE FAST IDLE SCREW ON SECOND HIGHEST STEP OF FAST IDLE CAM.
2. CLOSE CHOKE VALVE BY APPLYING LIGHT PRESSURE ON CHOKE LEVER.
3. MEASURE BETWEEN TOP OF CHOKE VALVE AND WALL OF AIR HORN.
4. TO ADJUST, BEND FAST IDLE CONNECTOR ROD.



**FIG. 5
CHOKE UNLOADER**

NOTE: OPEN THROTTLE VALVES TO WIDE OPEN POSITION.

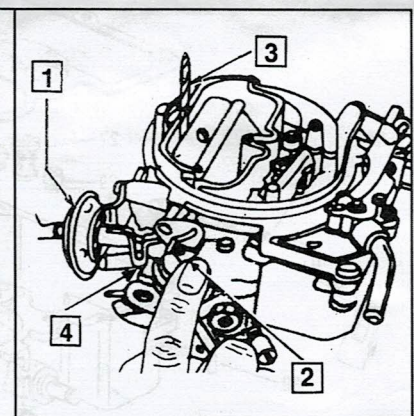
1. CLOSE CHOKE VALVE BY APPLYING LIGHT PRESSURE ON CHOKE LEVER.
2. MEASURE DISTANCE BETWEEN TOP OF CHOKE VALVE AND WALL OF AIR HORN.
3. TO ADJUST, BEND TANG.



**FIG. 6
CHOKE DIAPHRAGM SETTING**

NOTE: OPEN THROTTLE AND CLOSE CHOKE VALVE. RELEASE THROTTLE TO HOLD FAST IDLE CAM IN CLOSED CHOKE POSITION.

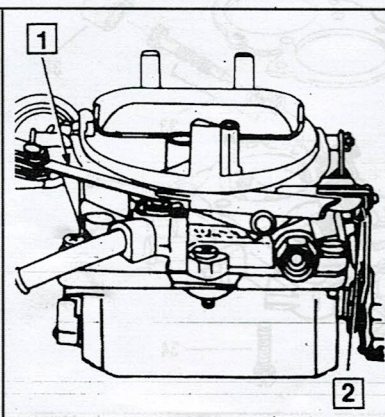
1. APPLY A MINIMUM OF 10 IN. HG. TO THE DIAPHRAGM FROM AN OUTSIDE VACUUM SOURCE.
2. CLOSE CHOKE VALVE BY APPLYING LIGHT PRESSURE ON CHOKE LEVER.
3. MEASURE BETWEEN TOP OF CHOKE VALVE AND AIR HORN WALL.
4. TO ADJUST, BEND CHOKE DIAPHRAGM ROD.



**FIG. 7
BOWL VENT**

NOTE: POSITION THROTTLE AT CURB IDLE.

1. MEASURE BETWEEN BOWL VENT VALVE LEVER AND VALVE SEAL STEM.
2. TO ADJUST, BEND TANG ON ACCELERATOR LEVER.



SPECIFICATION CHART

Year	Application	Float Level	Pump Adjust.		Fast Idle Cam	Unloader	Choke Diaphragm	Bowl Vent
			Hole #	Setting				
SPECIFICATION I.D.-C CHRYSLER MOTORS								
1979-78	360 Eng.—A/T	3/16 ⁴	1	17/64 ⁶	7/64	11/64	7/64	1/32
1977-74	360, 400 Eng.—Exc. Carb. Nos. R7366; R7752; R7756	3/16	1	1/4 ^{6, 8}	7/64	11/64	5/32 ⁵	1/64
		3/16 ⁴	2	1/4 ^{6, 8}	7/64	11/64	5/32	1/64
DODGE TRUCKS								
1983-79	360 Eng.	3/16	1	19/64 ⁶	7/64	11/64	7/64	1/32
1978	360 Eng.—Exc. Carb. No. R8135	3/16	2	5/16 ⁶	7/64	11/64	7/32	—
	Carb. No. R7871	3/16	1	5/16 ⁶	7/64	11/64	5/32	—
	Carb. No. R7871	3/16	2	5/16 ⁶	7/64	11/64	1/8	—
	400 Eng.	3/16	1	5/16 ⁶	7/64	11/64	5/32	—
1977	360 Eng.—M/T	3/16	2	21/64 ⁶	7/64	11/64	5/32	—
	360, 400 Eng.—A/T	3/16	1	5/16 ⁶	7/64	11/64	5/32	—
1976-75	360, 400 Eng.	3/16	1	5/16 ⁶	7/64	11/64	5/32	—
1974-73	360, 400 Eng.	3/16	1 ⁹	1/4 ⁶	7/64	11/64	5/32	1/64
1972	400 Eng.	3/16	1	19/32 ¹	7/64	11/64	7/64	1/64
1972-71	360 Eng.	3/16	3	9/16 ⁷	7/64	11/64	9/64	1/64
I.H.C. TRUCKS								
1981	345 Eng.—Fed.—A/T	3/16	1	—	7/64	15/64	1/8	—
1980-78	304 Eng.—Carb. No. R8790	3/16	1	45/64 ⁷	7/64	15/64	1/8	—
	—Carb. No. R7773	3/16	1	45/64 ⁷	7/64	11/64	7/64	1/32
SPECIFICATION I.D.-D BUICK								
1972-70	350 Eng.—All Trans.	3/16	2	—	7/64	11/64	5/32	5/64
CHEVROLET, PONTIAC								
1973-67	327, 350, 396, 400 Eng. Carb. No. R6516	3/16	2	—	7/64	11/64	5/32	—
	R6783	3/16	2	—	7/64	11/64	—	—
	R6814	3/16	2	—	7/64	11/64	3/64	—
	R7056	3/16	1	—	7/64	11/64	3/64	—
CHRYSLER MOTORS								
1974	360 Eng.—Australia	3/16	3	1/4 ⁶	7/64	11/64	9/64	5/64
1973	360, 400 Eng.	3/16	3	1/4 ⁶	7/64	11/64	5/32	1/64
1972	360 Eng.—Australia	3/16	3	9/16 ⁷	7/64	11/64	1/8	5/64
1972-71	360 Eng.—M.T.	3/16	1	9/16 ⁷	7/64	11/64	9/64	1/64
	—A.T.	3/16	3 ¹	9/16 ⁷	7/64	11/64	1/8	1/64
1972	400 Eng.	3/16	1	19/32 ⁷	7/64	11/64	7/64	1/64
1972-63	361, 383 Eng.—Carb. No. R4371-2	3/16	3	—	7/64	11/64	9/64	5/64
	Carb. Nos. R4373-3; R6424	3/16	3	—	7/64	11/64	7/64	1/64 ²
	R4785, -1	3/16	2	—	7/64	11/64	5/32	1/64 ³
DODGE TRUCKS								
1973	360, 400 Eng.—Exc. Carb. Nos. R6484, -1	3/16	3	1/4 ⁶	7/64	11/64	5/32	1/64
		3/16	3	1/4 ⁶	7/64	1/4	5/32	1/64
1972	400 Eng.	3/16	1	19/32 ⁷	7/64	11/64	7/64	1/64
1972-71	360 Eng.—M/T	3/16	1	9/16 ⁷	7/64	11/64	9/64	1/64 ³
	—A/T	3/16	3 ¹	9/16 ⁷	7/64	11/64	1/8	1/64 ³
I.H.C. TRUCKS								
1978-74	304, 345 Eng.	3/16	1	45/64 ⁷	7/64	7/32	9/64 ¹⁰	1/64
1976-73	304, 345 Eng.—Carb. Nos. R6620,-1,-2	3/16	1	45/64 ⁷	7/64	7/32	7/64	—
	—Carb. Nos. R6443,-1	3/16	2	45/64 ⁷	7/64	7/32	9/64	1/64
	—Carb. No. R6776	3/16	1	45/64 ⁷	7/64	7/32	9/64	1/64
	401 Eng.—Carb. Nos. R6674,-1,-2	3/16	1	45/64 ⁷	7/64	7/32	11/64	1/64
SPECIFICATION I.D.-E BUICK, CHEVROLET, & PONTIAC								
1976-75	350 Eng.—Carb. Model 2211 Carb. Nos. R7750; R7856*	3/16	2	—	—	13/64	3/16	—
	Carb. No. R8354**	3/16	2	—	—	13/64	1/8	—
1974-73	350, 400 Eng.—Carb. Model 2210 Carb. No. R7669	3/16	1	—	7/64	11/64	5/64	—
	Carb. No. R7666	5/32	1	—	7/64	11/64	3/32	—
1972-68	350, 400 Eng.—Carb. Nos. R7667, 68 327, 350, 396, 400 Eng. Carb. Nos. R7664, 65	3/16	2	—	7/64	11/64	1/16 ³	—
		5/32	2	—	7/64	11/64	3/3	—