

INSTRUCTION SHEET

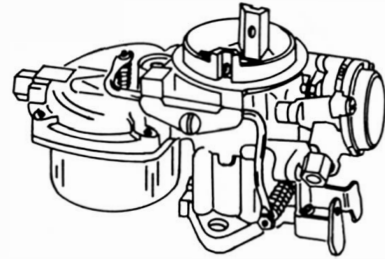
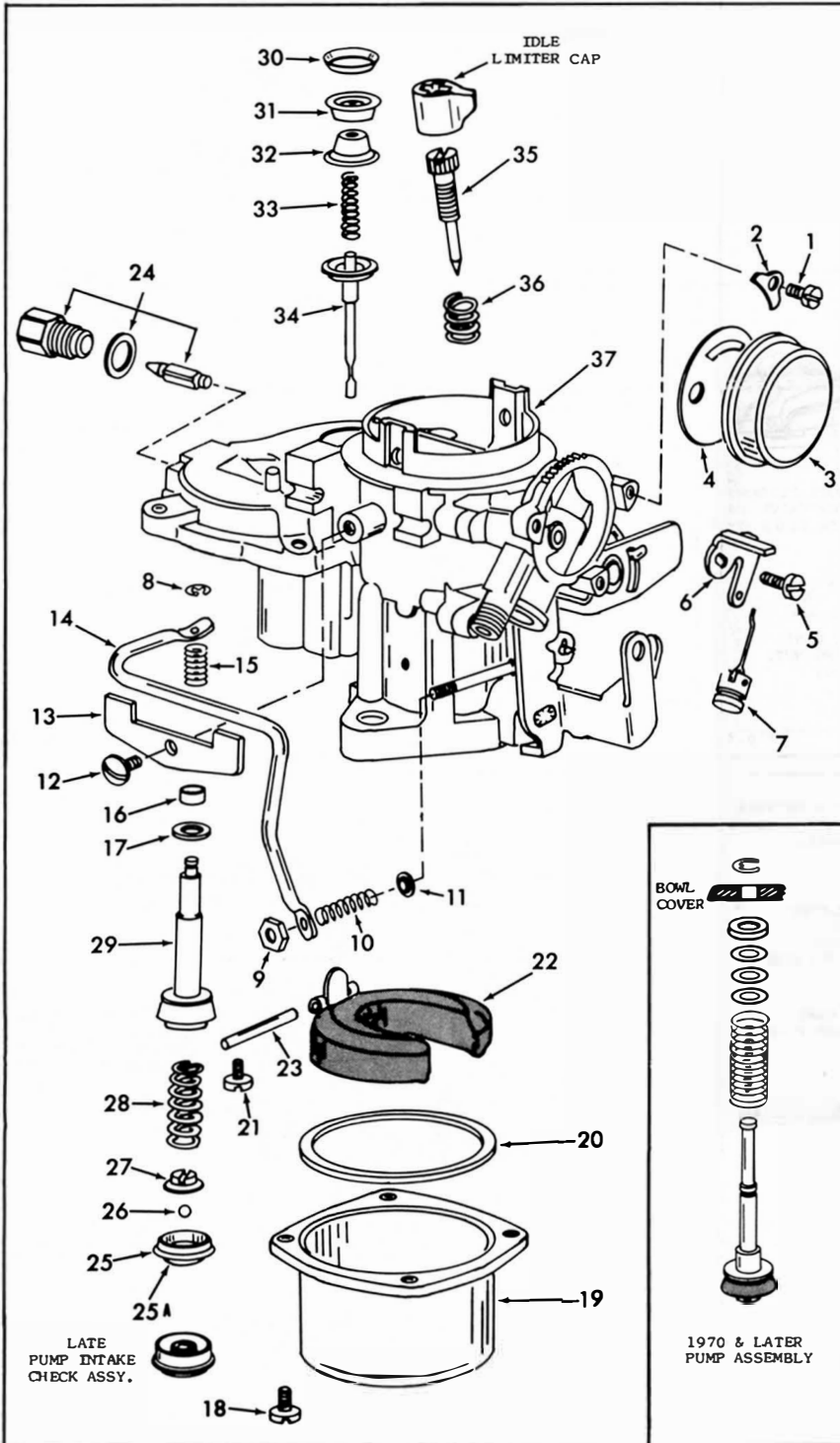
OFF VEHICLE CARBURETOR SERVICE

CARTER-MODEL RBS

50-733

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: PUMP PLUNGER (29) REMOVAL. PRESS TO BOTTOM OF PUMP CYLINDER THEN TAP LIGHTLY ON PUMP SHAFT TO REMOVE PARTS (25), (26), (27), (28), (29).
TO REMOVE STEP UP ROD AND DIAPHRAGM (34). PRY OUT WASHER (30) THEN PIERCE DIAPHRAGM COVER (31) NEAR OUTER EDGE WITH SMALL PUNCH OR SCREW DRIVER AND PRY OUT COVER (31).
NOTE: REMOVE RUBBER VENT VALVE ON 68-69 MODELS BEFORE CLEANING.

NOMENCLATURE

| REF. NO. | REF. NO. |
|--|--|
| 1. SCREW - STAT COVER (3) | 22. FLOAT & LEVER ASSY. |
| 2. RETAINER - STAT COVER | 23. PIN - FLOAT LEVER |
| 3. STAT COVER | 24. NEEDLE, SEAT & GASKET ASSY. |
| 4. GASKET STAT COVER | 25. SEAT - (WITH HOLE) INTAKE BALL CHECK (SOME MODELS) |
| 5. SCREW - CHOKE PISTON LEVER | 25A. RETAINER - (SOLID) PUMP CYLINDER (SOME MODELS) |
| 6. LEVER - CHOKE PISTON | 26. BALL - INTAKE CHECK (SOME MODELS) |
| 7. PISTON & LINK - CHOKE | 27. RETAINER - INTAKE CHECK BALL (SOME MODELS) |
| 8. RETAINER - PUMP ROD | 28. SPRING - PUMP (LOWER) |
| 9. NUT - PUMP ARM CONNECTOR LINK | 29. PLUNGER - PUMP |
| 10. SPRING - PUMP ARM CONNECTOR LINK | 30. WASHER - CONICAL |
| 11. RETAINER - PUMP ARM CONNECTOR LINK SPRING | 31. COVER - STEP UP ROD |
| 12. SCREW - PUMP ARM RETAINER | 32. DIAPHRAGM |
| 13. RETAINER - PUMP ARM | 33. RETAINER - STEP UP |
| 14. PUMP ARM | 34. ROD DIAPHRAGM |
| 15. SPRING - PUMP (UPPER) | 35. SPRING - STEP UP ROD |
| 16. BUSHING - PUMP PLUNGER SHAFT (SOME MODELS) | 36. STEP UP ROD & DIAPHRAGM ASSY. |
| 17. WASHER - PUMP | 37. SPRING - IDLE ADJUSTING NEEDLE |
| 18. SCREW - BOWL ATTACHING (4) | 38. NEEDLE - IDLE ADJUSTING NEEDLE |
| 19. BOWL - FUEL | 39. MAIN BODY ASSY. |
| 20. GASKET - FUEL BOWL | |
| 21. SCREW - FLOAT PIN (2) | |

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BORE IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.
CAUTION: DO NOT SOAK RUBBER, LEATHER OR PLASTIC PARTS IN SOLVENT.

REASSEMBLY

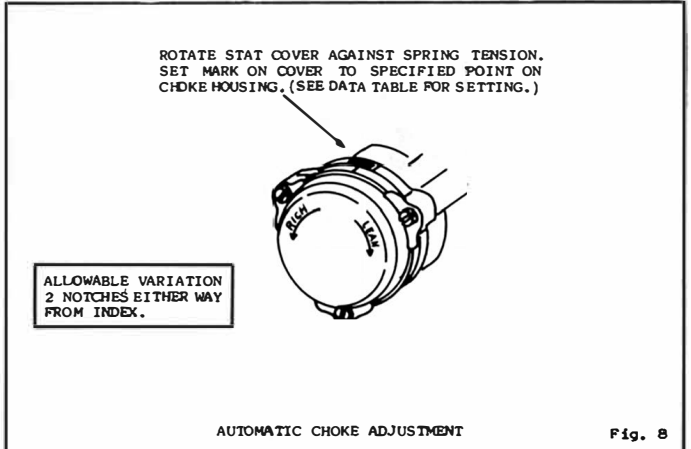
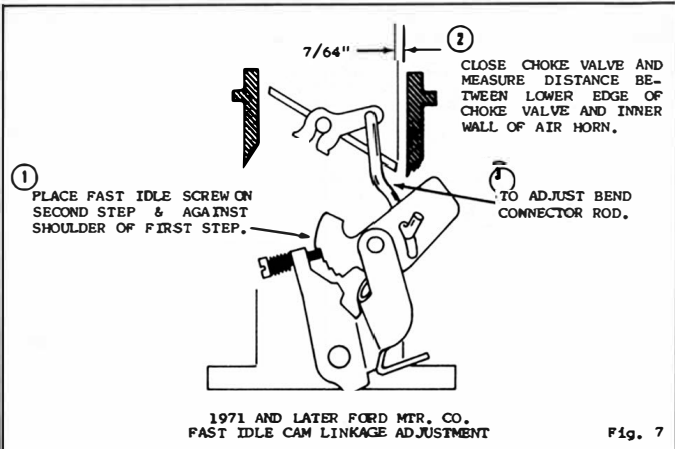
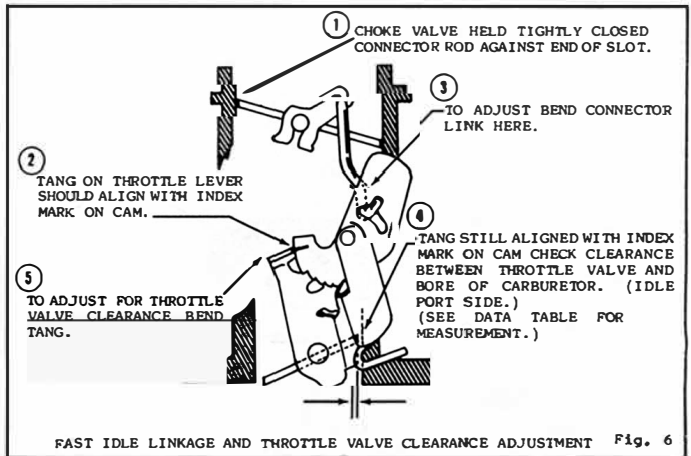
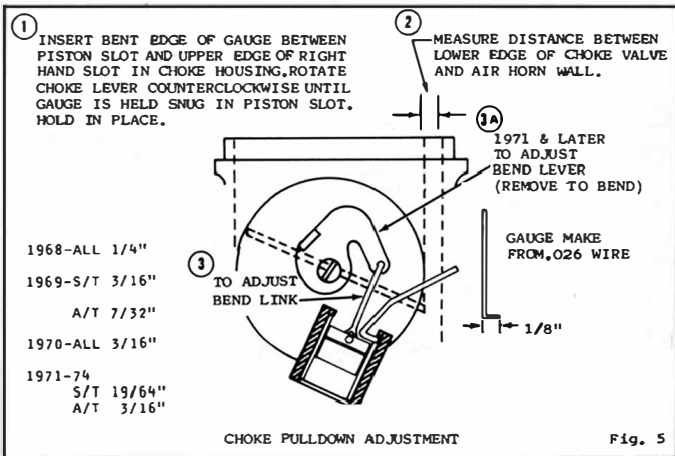
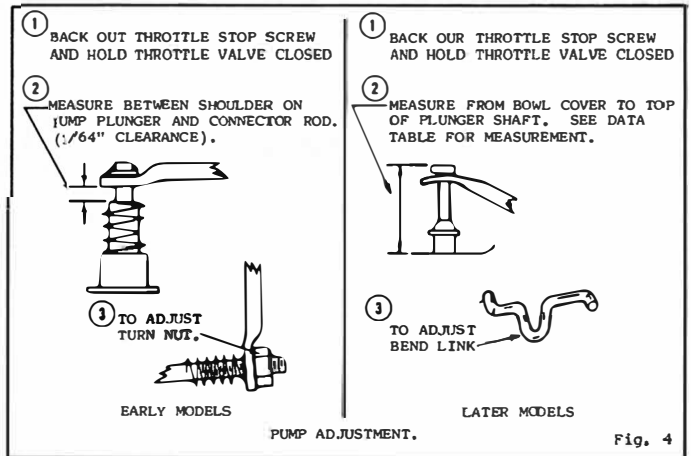
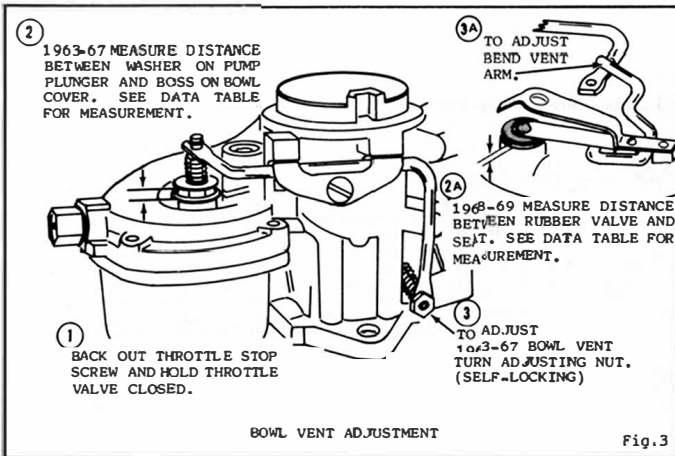
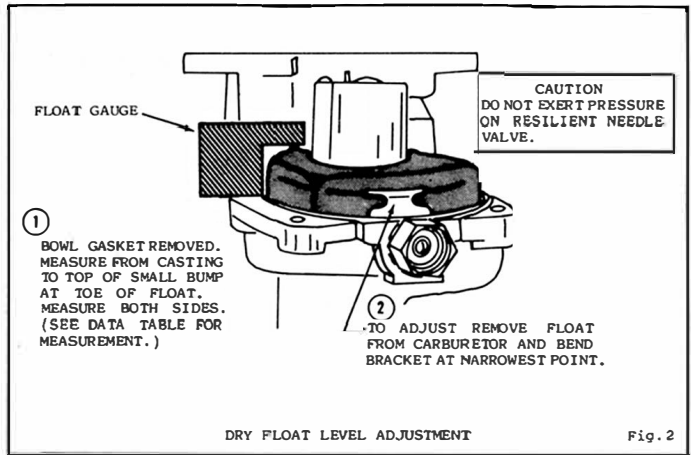
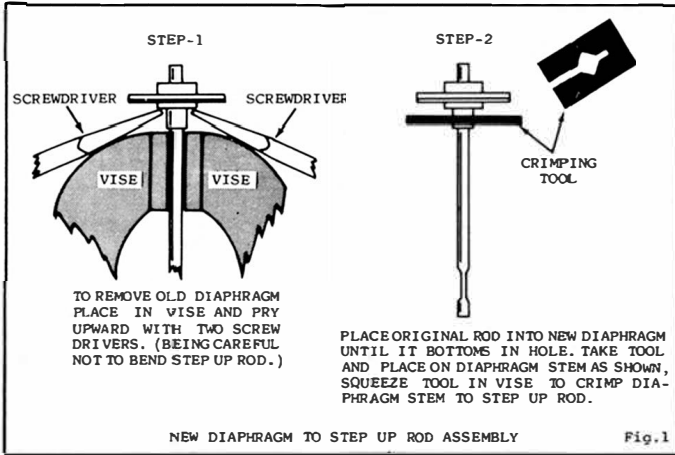
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

IDLE MIXTURE ADJUSTING NEEDLE (35). LIGHTLY BOTTOM THEN BACK OUT 1 1/4 TURNS.

- A. STEP UP ROD TO DIAPHRAGM ASSEMBLY (34). SEE FIG. 1.
 - B. PLACE STEP UP ROD AND DIAPHRAGM ASSEMBLY (34) IN POSITION. USING HAT SHAPED RETAINER (32), PRESS DIAPHRAGM DOWN IN PLACE AGAINST GASKET LEDGE IN CASTING. REMOVE RETAINER AND EXAMINE FOR EVEN ASSEMBLY. INSTALL (33), (32) AND NEW DIAPHRAGM COVER (31) USING A 5/8" SOCKET AS A DRIFT AND TAP IN PLACE WITH A HAMMER. NEXT INSTALL CONICAL WASHER (30) WITH SMALL OPENING DOWN USING A 1/2" SOCKET AS A DRIFT TAP WITH HAMMER UNTIL WASHER IS DRIVEN INTO COVER 3/32" TO 1/8" BELOW TOP EDGE OF COVER.
CAUTION: DO NOT STRIKE CENTER OF COVER OR DRIVE CONICAL WASHER IN BEYOND 1/8".
- PUMP PLUNGER (29) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER CUP OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUSTMENTS



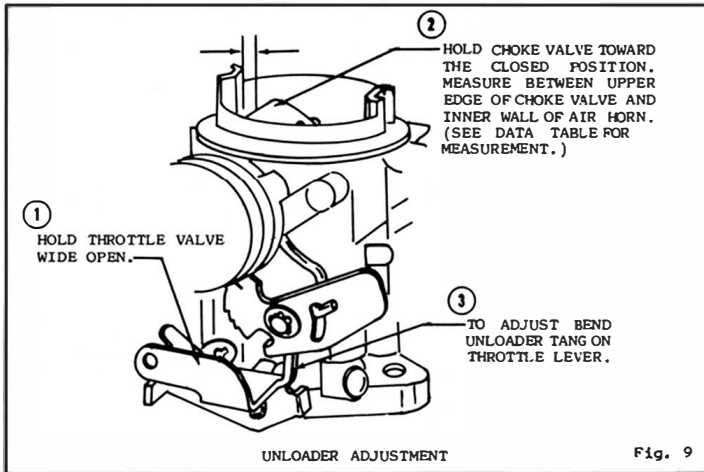


Fig. 9

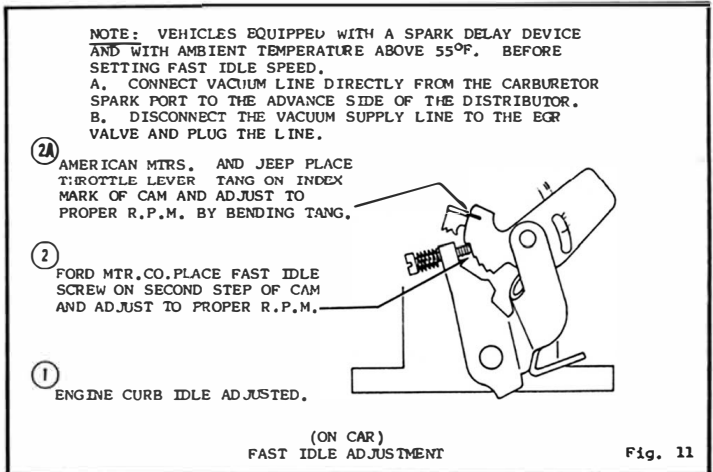
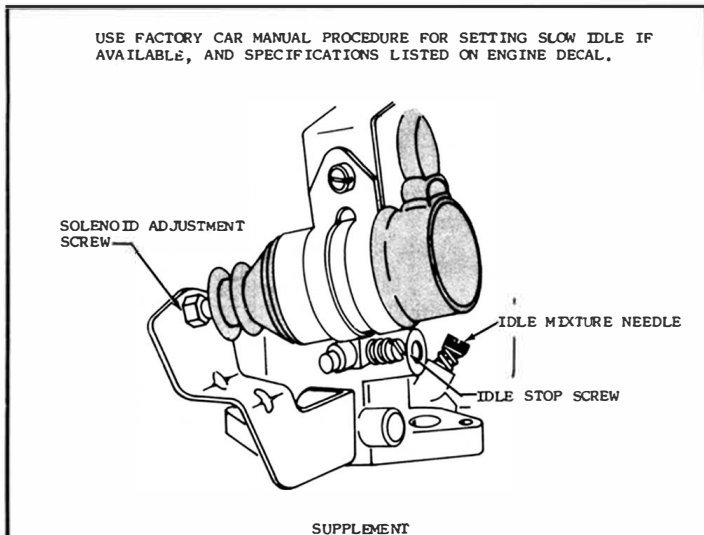


Fig. 11



- SLOW IDLE ADJUSTMENT WITH AND WITHOUT THROTTLE SOLENOID POSITIONER.
1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
 2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. HEADLIGHTS ON, HIGH BEAM
 - B. AUTOMATIC TRANSMISSION IN DRIVE
 3. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE SPEED R.P.M. USING A TACHOMETER.

NOTE: WHEN USED, ADJUST SOLENOID THROTTLE POSITIONER TO SPECIFIED IDLE SPEED, (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
 4. AIR CLEANER INSTALLED
 5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
 6. READJUST IDLE SPEED IF NECESSARY.

NOTE: DISCONNECT SOLENOID THROTTLE POSITIONER AT BULLET CONNECTION THEN ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. WITH AUTOMATIC OR MANUAL TRANSMISSIONS IN NEUTRAL. RECONNECT SOLENOID, OPEN THROTTLE AND RELEASE, RECHECK HIGHER IDLE SPEED.

SLOW IDLE ADJUSTMENT

Fig. 10

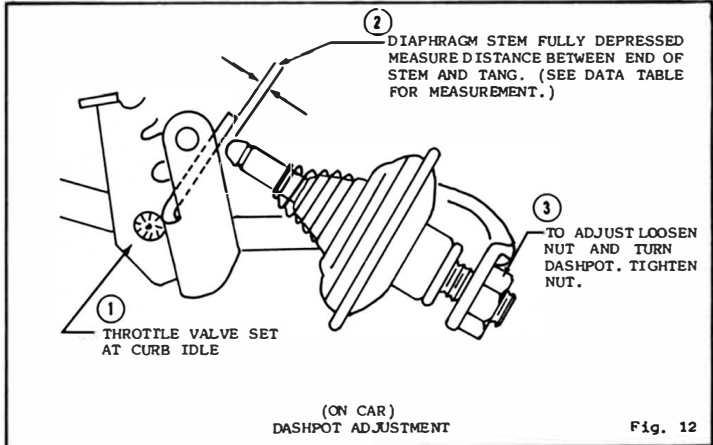


Fig. 12

ADJUSTMENT DATA TABLE

| YEAR | MAKE | FLOAT LEVEL | BOWL VENT OR PUMP ADJ. | FAST IDLE LINKAGE ADJ. | FAST IDLE THROTTLE VALVE CLEARANCE | AUTO CHOKE SETTING | UNLOADER ADJ. | SLOW IDLE RPM | FAST IDLE RPM | DASH POT ADJ. |
|---------|----------------------------|-------------|------------------------|------------------------|------------------------------------|--------------------|---------------|---------------|---------------|---------------|
| 1963-65 | AMERICAN MTRS. 195.6" ENG. | 15/32" | 1/16" | INDEX | 1/32" | INDEX | 1/8" | 550N-AC/ON | 1750-2000 | 3/32"-1/8" |
| 1965-67 | AMERICAN MTRS. 199" ENG. | 15/32" | 1/16" | INDEX | 3/64" | 1-RICH | 1/8" | 550N-AC/ON | 1750-2000 | ---- |
| 1965-67 | AMERICAN MTRS. 232" ENG. | 15/32" | 1/16" | INDEX | 1/32" | 1-RICH | 1/8" | 550N-AC/ON | 1750-2000 | ---- |
| 1968-69 | AMERICAN MTRS. 232" ENG. | 9/16" | 5/64"B/V | INDEX | 1/32" | A/T-2 RICH | 1/8" | A/T 525DR. | 2000 | ---- |
| 1969 | AMERICAN MTRS. 199" ENG. | 9/16" | 5/64"B/V | INDEX | 1/32" | S/T-INDEX | 3/16" | S/T 600 | 2000 | ---- |
| 1970 | FORD MTR. CO. 250" ENG. | 9/16" | 1 3/8"P/A | INDEX | 3/64" | A/T-1 RICH | 9/32" | A/T 600/500* | ---- | 3/32" |
| 1971 | FORD MTR. CO. 250" ENG. | 9/16" | 1 3/8"P/A | 1/8" | ---- | S/T-INDEX | 9/32" | S/T 750/500* | 1600 | ---- |
| 1972-73 | FORD MTR. CO. 250" ENG. | 9/16" | 1 3/8"P/A | 1/8" | ---- | A/T-1 RICH | 9/32" | A/T 550DR. | 1600 | 3/32" |
| 1974 | FORD MTR. CO. 250" ENG. | 9/16" | 1 3/8"P/A | 1/8" | ---- | A/T-1 RICH | 1/4" | A/T 600/500* | 1600 | ---- |
| 1966-71 | KAISER JEEP 232" ENG. | 21/32" | 1/16" | INDEX | A/CHOKE 1/32" M/CHOKE 3/64" | 1-RICH | 1/8" | 600-675 | 1800 | 5/32"-1/8" |
| 1963-64 | STUDEBAKER 6 CYL. | 15/32" | 1/16" | INDEX | 3/64" | INDEX | 3/16" | 550 N | ---- | ---- |

*NOTE: A/T IN DR. LIGHTS ON HIGH BEAM
 HIGHER R.P.M. (SOLENOID ENERGIZED)
 LOWER R.P.M. (SOLENOID NOT-ENERGIZED)

A/T = AUTOMATIC TRANSMISSION
 S/T = STANDARD TRANSMISSION
 N = NEUTRAL
 AC = AIR COND.
 DR. = IN DRIVE

MARINE ADJUSTMENTS

| | FLOAT LEVEL | PUMP ADJ. | UNLOADER | CHOKES SETTING | SLOW IDLE R.P.M. |
|---|-------------|-----------|----------|----------------|------------------|
| KIEKHAEFER MERCURY MARINE (STERN DRIVE) MCM 80 4 CYL. 89.7" ENG. CARB. NO. 4394 | 3/8" | .015" | 7/64" | 4 LEAN | 650 |
| OUTBOARD MARINE OMC 120 4 CYL. (DUAL CARBS.) | 15/32" | .015" | 7/64" | INDEX | 600 |
| CARB. NO. 3971 | 15/32" | .015" | 7/64" | INDEX | 600 |
| CARB. NO. 4208 | 15/32" | .015" | 7/64" | INDEX | 600 |
| OMC 150 V6 CYL. | 15/32" | .015" | 7/64" | INDEX | 600 |
| CARB. NO. 3951 | 15/32" | .015" | 7/64" | INDEX | 600 |
| OMC 155 V6 CYL. | 15/32" | .015" | 7/64" | INDEX | 600 |
| CARB. NO. 4207 | 15/32" | .015" | 7/64" | INDEX | 600 |