

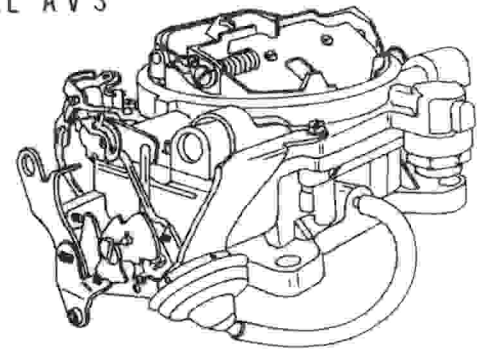
INSTRUCTION SHEET

CARTER CARBURETOR—MODEL AVS

50-376-3

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: CAREFULLY REMOVE RUBBER IDLE VENT VALVE (18), BEING CAREFUL NOT TO BEND SPRING ARM. IF MAIN METERING JETS (44) PRIMARY AND (45) SECONDARY ARE REMOVED, NOTE PRIMARY JETS HAVE LARGE HOLES AND SECONDARY HAVE SMALL HOLES. CAUTION 1968 AND EARLY 69 HAVE SPECIAL IDLE ADJUSTMENT SCREWS PLUGGED AND FACTORY SEALED, DO NOT REMOVE. SINGLE IDLE ADJUSTING NEEDLE HAS LEFT HAND THREAD. LATE 1969 AND UP HAVE IDLE LIMITER CAPS, DO NOT REMOVE CAPS UNLESS SERVICE CAPS ARE AVAILABLE.

NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE - VACUUM BREAK	26. GASKET - BOWL COVER
2. SCREW - COVER PLATE (2)	27. FITTING - FUEL INLET
3. PLATE - COVER (2)	28. GASKET - FUEL INLET FITTING
4. ROD - STEP UP (2)	29. GASKET - FUEL FILTER
5. RETAINER - STEP UP ROD (2)	30. FILTER - FUEL
6. PISTON - STEP UP (2)	31. SPRING - FUEL FILTER
7. SPRING - STEP UP PISTON (2)	32. PUMP PLUNGER
8. RETAINER - VACUUM BREAK CONNECTOR ROD	33. RETAINER - PUMP SPRING
9. ROD - VACUUM BREAK CONNECTOR	34. SPRING - PUMP
10. RETAINER - FAST IDLE ROD	35. SPRING - PUMP RETURN
11. ROD - FAST IDLE	36. SLEEVE - VENTURI VENT (2)
12. RETAINER - PUMP ROD	37. SCREW - PRIMARY VENTURI (4)
13. ROD - PUMP	38. VENTURI - PRIMARY (2)
14. SCREW - PUMP ARM	39. GASKET - PRIMARY VENTURI (2)
15. ARM - IDLE VENT	40. SCREW - PUMP JET (2)
16. ARM - PUMP	41. JET - PUMP
17. LINK - PUMP	42. GASKET - PUMP (ET
18. VALVE - IDLE VENT	43. BALL - PUMP DISCHARGE
19. SCREW - VACUUM BREAK BRACKET (2)	44. PUMP INTAKE CHECK
20. VACUUM BREAK & BRACKET ASSY.	45. JET - PRIMARY MAIN (2)
21. SCREW - BOWL COVER (5)	46. JET - SECONDARY MAIN (2)
22. BOWL COVER ASSY.	47. SCREW - IDLE COMPENSATOR (2)
23. PIN - FLOAT LEVER (2)	48. IDLE COMPENSATOR (SOME MODELS)
24. FLOAT & LEVER ASSY. (2)	49. GASKET - IDLE COMPENSATOR
25. NEEDLE, SEAT & GASKET ASSY.	50. NEEDLE - IDLE ADJUSTING (2)
	51. SPRING - IDLE ADJUSTING NEEDLE (2)
	52. THROTTLE BODY & FLOAT BOWL ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. (1) USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODIES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF PASCURE AREAS. CAUTION: DO NOT SOAK VACUUM BREAK UNIT (20), RUBBER OR LEATHER PARTS IN SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

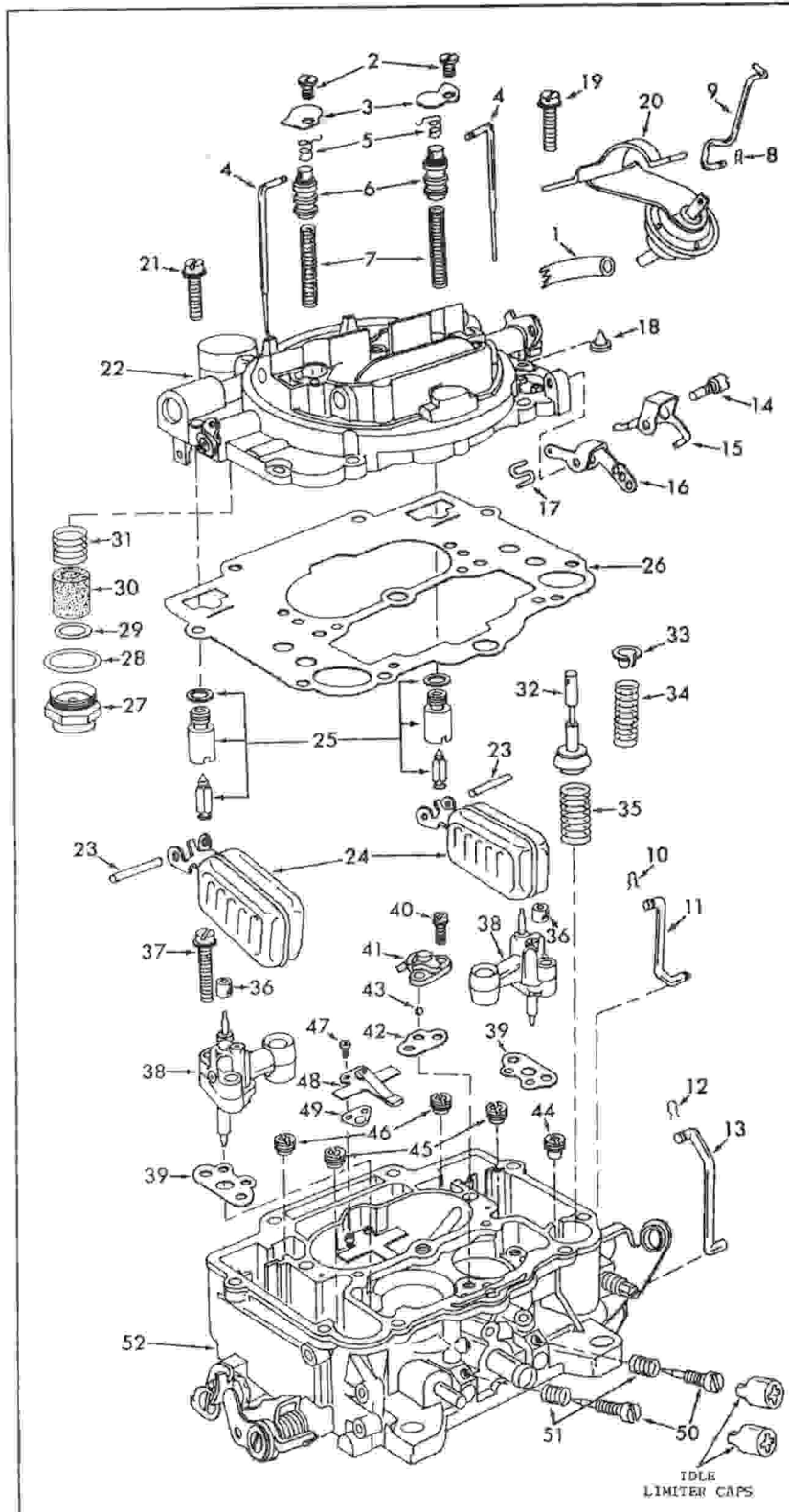
SPECIAL INSTRUCTIONS.

PUMP PLUNGER (32) INSTALLATION. REMOVE RETAINER (33) AND SPRING (34) FROM OLD PLUNGER AND INSTALL ON NEW PLUNGER. REMOVE PAPER SLEEVES FROM LEATHER CUP. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

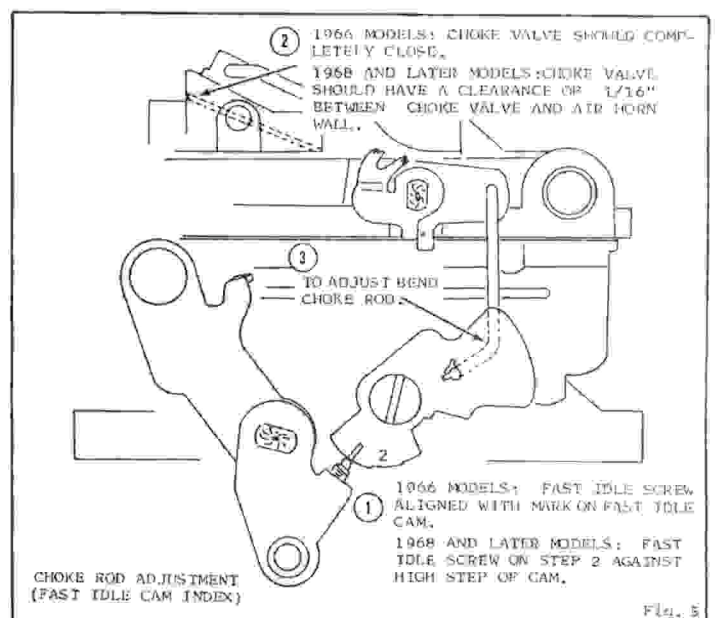
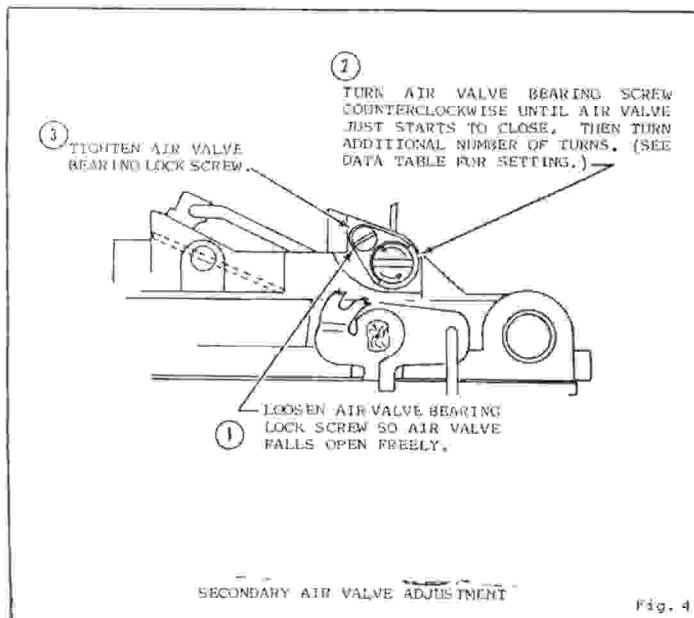
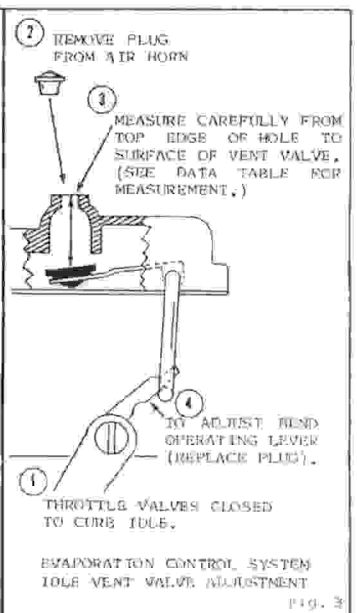
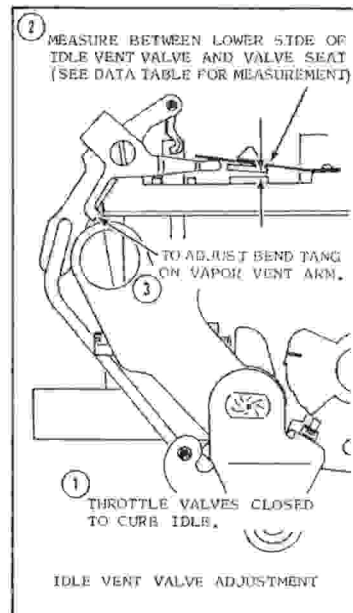
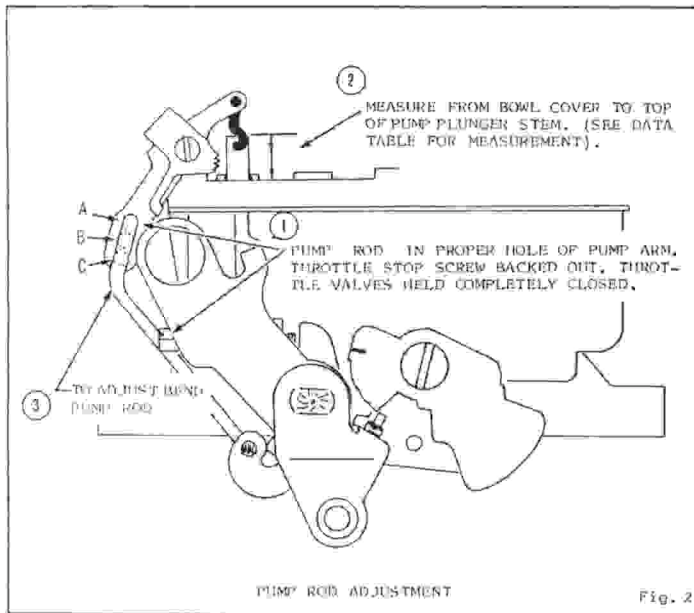
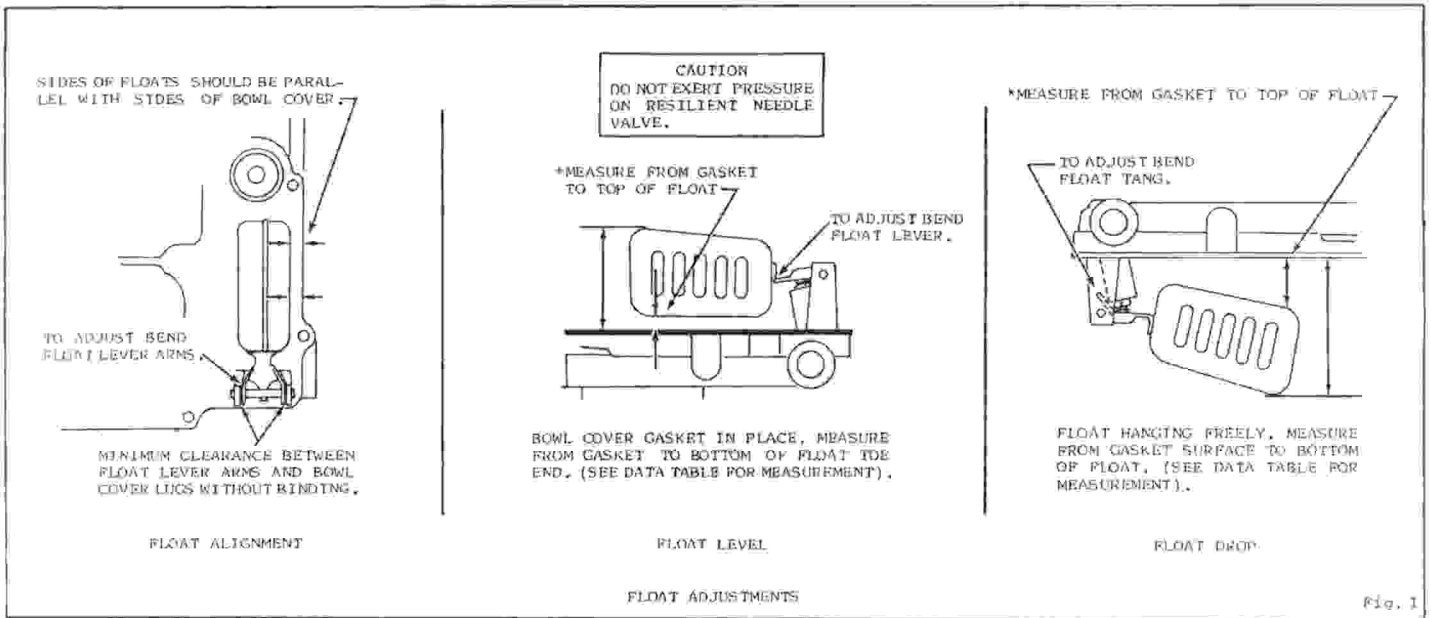
PUMP LINK (17) IS INSTALLED WITH OFFSET TOWARD PUMP A/C.

IDLE ADJUSTING NEEDLES (49). TURN EACH NEEDLE INTO SEAT (LEFT) AND THEN BACK OUT 1 1/2 TURNS.

1968 AND EARLY 69 WITH SINGLE IDLE ADJUSTING NEEDLE, LEFT HAND THREAD. TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 TURN.



ADJUSTMENTS



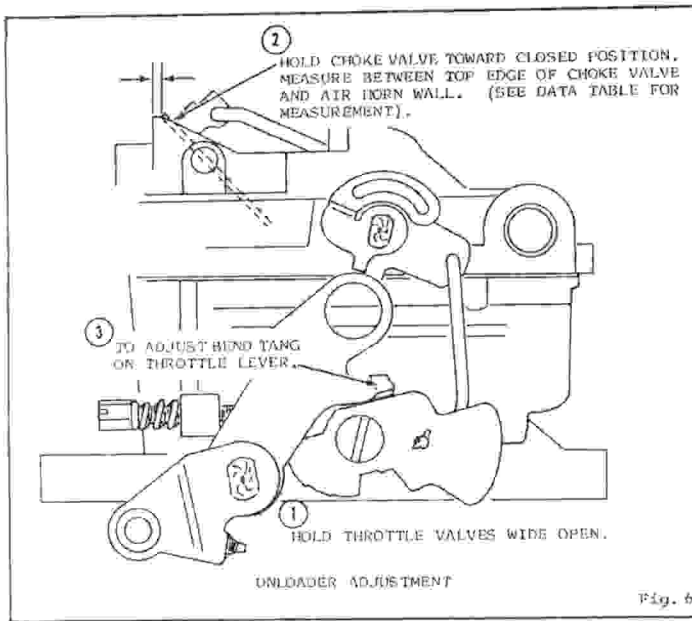


Fig. 6

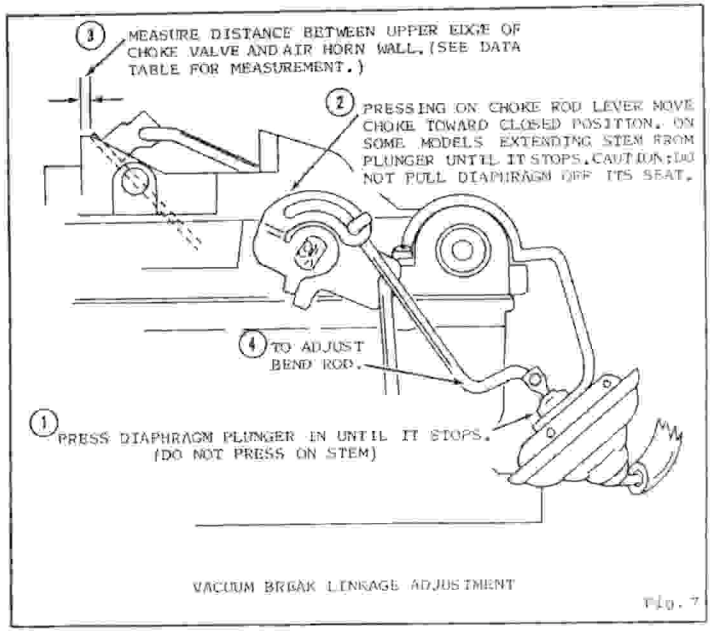


Fig. 7

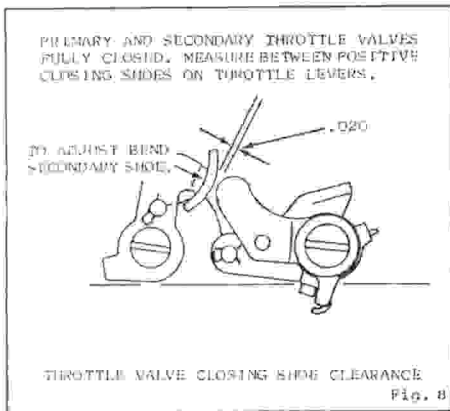


Fig. 8

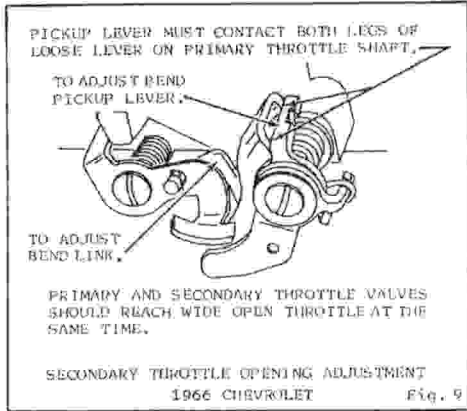


Fig. 9

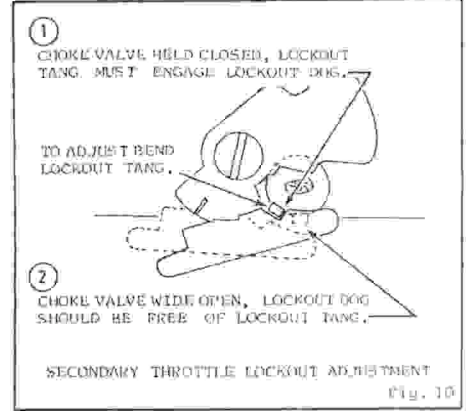


Fig. 10

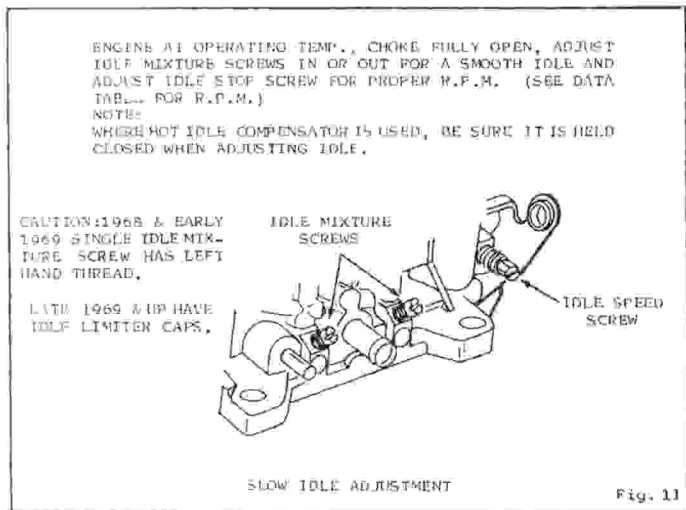


Fig. 11

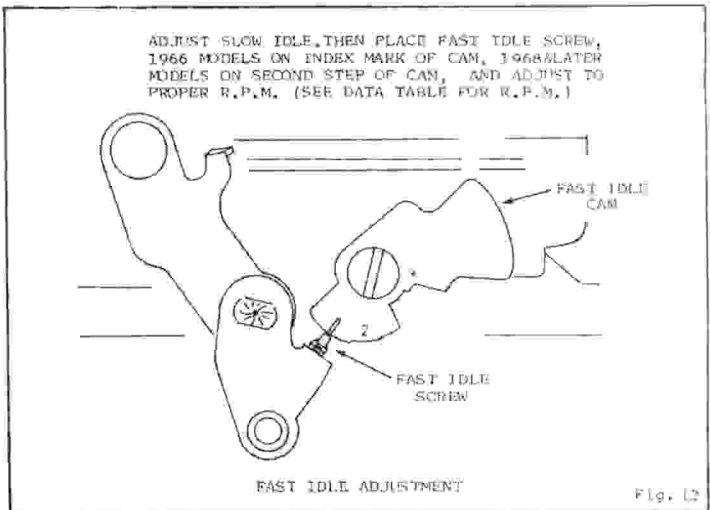


Fig. 12

ADJUSTMENT DATA TABLE

YEAR	MAKE	FLOAT LEVEL	FLOAT DROP	PUMP ROD		IDLE VENT	SECONDARY AIR VALVE	UNLOADER	VACUUM BREAK	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
				HOLE	DIMEN.						
1966	CHEVELLE, CHEVROLET & CHEVY 11 327"ENG.	1 15/32"	2"	A	33/64"	1/32"	2 1/4 TURNS	11/64"	1/8"	450-500 A/T in. Oz.	2200
1968	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT 363"ENG. A/T S/T 340"ENG. A/T S/T 440"ENG. A/T S/T	5/16"	13/16"	B	7/16"	1/8"	2 TURNS	1/4"	3/32"	650 N.	1600
		5/16"	13/16"	B	7/16"	1/8"	2 TURNS	1/4"	3/16"	650 N.	1600
		7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	650 N.	1400
		7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	3/16"	700 N.	1700
1969	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH 340"ENG. A/T S/T 383"ENG. A/T S/T 440"ENG. A/T S/T	7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	700 N.	1700
		7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	750 N.	1700
		5/16"	13/16"	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	650 N.	1700
		5/16"	13/16"	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	700 N.	1700
1970	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT CAS 340"ENG. A/T S/T BCS 340"ENG. A/T S/T CAS 383"ENG. A/T BCS 383"ENG. A/T CAS 440"ENG. ALL/T BCS 440"ENG. ALL/T	7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	5/64"	900N	2000
		7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	7/64"	950N	2000
		7/32"	23/32"	B	7/16"	3/4"	2 TURNS	1/4"	5/64"	900N	2000
		7/32"	23/32"	B	7/16"	3/4"	2 TURNS	1/4"	7/64"	950N	2000
		5/16"	13/16"	B	7/16"	1/8"	2 TURNS	1/4"	3/32"	700N	1700
		5/16"	13/16"	B	7/16"	3/8"	2 TURNS	1/4"	3/32"	700N	1700
		7/32"	23/32"	B	7/16"	1/8"	2 TURNS	1/4"	5/32"	800A/T	1800A/T
		7/32"	23/32"	B	7/16"	3/4"	2 TURNS	1/4"	5/32"	900S/T	2000S/T
1971	BARRACUDA, CHRYSLER, DART, DODGE, PLYMOUTH, VALIANT 383" ENG. A/T 440" STD. ENG. A/T 440" HIGH PERP. ENG. ALL/T	5/16"	23/32"	B	9/16"	3/4"	2 1/2 TURNS	1/4"	5/64"	800 N.	1800
		7/32"	23/32"	B	7/16"	3/4"	2 1/2 TURNS	1/4"	5/32"	750 N.	1600
		7/32"	23/32"	B	7/16"	3/4"	2 1/2 TURNS	1/4"	5/32"	900 N.	1800S/ 2000A/T

CAS=CLEANER AIR SYSTEM

BCS=EVAPORATION CONTROL SYSTEM