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CADILLAC

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1951	1952	1953	1954	1955
CARBURETOR MODEL	BB	4GC	4GC	4GC	4GC
CARBURETOR NO.	7004200	7004500	7005100 7006215	7006220 7006221 7006962 7006963 7015400	7007240 7007241 7007942 7015510

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-CA-2		9-CA-4		9-CA-4		9-CA-4		9-CA-4	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-1/8	1	1-3/4	1	1-9/16	1	1-19/32	1	1-19/32	1
	SECONDARY	–	–	1-3/4	1	1-9/16	1	1-19/32	1	1-19/32	1
FLOAT TOE	PRIMARY	–	–	–	–	–	–	–	–	–	–
	SECONDARY	–	–	–	–	–	–	–	–	–	–
FLOAT DROP	PRIMARY	1-19/32	2	2-1/4	4-A	2-1/4	4-A	2-1/4	4-A	2-1/4	4-A
	SECONDARY	–	–	2-1/4	4-A	2-1/4	4-A	2-1/4	4-A	2-1/4	4-A
FLOAT ALIGNMENT		–	–	–	3	–	3	–	3	–	3
VACUUM ASSIST SPRING		–	–	–	–	–	–	–	–	–	–
PUMP ROD LOCATION		–	–	–	–	–	–	–	–	–	–
PUMP ROD		–	3	15/16	6	15/16	6	15/16	6	1-1/16	6
IDLE VENT		–	–	7/8	7	7/8	7	27/32	7	7/8	7
INTERMEDIATE CHOKE ROD		–	–	–	–	–	–	–	–	–	–
VACUUM BREAK		–	–	–	–	–	–	–	–	–	–
AUTOMATIC CHOKE		Index	4	1 - N.R.	10	1-N.R.	10	1-N.R.	10	1-N.R.	10
CHOKE ROD		.620	6	.030	12	.030	12	.040	12	.040	12
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM									
UNLOADER		.500	7	.070	14	.070	14	.130	14	.130	14
SECONDARY LOCKOUT		—	—	.015	15	.015	15	.015	15	.015	15
SECONDARY CONTOUR		—	—	.015	16	.015	16	.015	16	.015	16
THROTTLE RETURN CHECK		—	—	—	—	—	—	—	—	—	—

TUNE UP SPECIFICATIONS

	380-D	380-D	380-D	400-D	425-D
IDLE R.P.M.					
IDLE R.P.M. - AIR COND.	–	–	–	–	–
FAST IDLE	1500	1700	1700	1700	2000
DWELL	30°	30°	30°	30°	30°
POINT GAP	.013	.015	.015	.015	.016
SPARK PLUG GAP	.035	.035	.035	.035	.035
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	5° - BTDC @ Idle	5° - BTDC @ Idle	2½° - BTDC @ Idle	2½° - BTDC @ Idle	2½° - BTDC @ Idle

CO, WD, 131, 132:16, 9X, 9FR, 9FD

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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1955	1956	1957	1958	1958
CARBURETOR MODEL	4GC	4GC	4GC	4GC	2G
CARBURETOR NO.	7007970 7007971 7009070 7009071 7015500 7015501	7008750 7008751 7009750 7009751 7009901 7009914	7010100 7010101 7012000 7012001	7012010 7012011	7012201 7012203 7012901 7012903

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-CA-4		9-CA-4		9-CA-4		9-CA-4		9-CA-3	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-19/32	1	1-19/32	1	1-3/8	1-A	1-3/8	1-A	23/32	2
	SECONDARY	1-19/32	1	1-19/32	1	1-3/8	1-A	1-3/8	1-A	–	–
FLOAT TOE	PRIMARY	–	–	–	–	Flush	2-A	3/8	2	–	–
	SECONDARY	–	–	–	–	Flush	2-A	3/8	2	–	–
FLOAT DROP	PRIMARY	2-1/4	4-A	2-1/4	4-A	1-13/16	4	1-5/16	4	1-29/32	3
	SECONDARY	2-1/4	4-A	2-1/4	4-A	1-13/16	4	1-5/16	4	–	–
FLOAT ALIGNMENT		–	3	–	3	–	3	–	3		
VACUUM ASSIST SPRING		–	–	–	–	–	–	–	–	–	–
PUMP ROD LOCATION		–	–	–	–	–	–	–	–	–	–
PUMP ROD		1	6	1-1/16	6	15/16	6	29/32	6	1-3/16	4
IDLE VENT		7/8	7	7/8	7	7/8	7	13/16	7	–	–
INTERMEDIATE CHOKE ROD		–	–	–	–	Flush	8	Flush	8	–	–
VACUUM BREAK		–	–	–	–	–	–	–	–	–	–
AUTOMATIC CHOKE		Index	10	Index	10	Index	10	1-N.R.	10	–	–
CHOKE ROD		.040	12	.040	12	.040	12	.040	12	–	–
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM									
UNLOADER		.130	14	.130	14	.130	14	.130	14	–	–
SECONDARY LOCKOUT		.015	15	.015	15	.015	15	.015	15	.030	14
SECONDARY CONTOUR		.015	16	.015	16	.015	16	.015	16	.015	15
THROTTLE RETURN CHECK		–	–	–	–	–	–	–	–	–	–

TUNE UP SPECIFICATIONS

IDLE R.P.M.	400-D	400-D	450-D	450-D	–
IDLE R.P.M. - AIR COND.	–	–	–	900RPM-N-A/C ON	–
FAST IDLE	1700	1700	1700	1700	–
DWELL	30°	30°	30°	30°	–
POINT GAP	.016	.016	.016	.016	–
SPARK PLUG GAP	.035	.035	.035	.035	–
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	2½° - BTDC @ Idle	5° - BTDC @ Idle	5° - BTDC @ Idle	5° - BTDC @ 450 RPM	–

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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1958	1958	1959-60	1959-60	1959-62
CARBURETOR MODEL	2GC	4GC	2G	2GC	4GC
CARBURETOR NO.	7012202 7012205 7012902 7012905	7012910 7012811	7013033 7013035	7013034 7013037	7013030 7013031 7019030 7019031

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-CA-3		9-CA-4		9-CA-3		9-CA-3		9-CA-4	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	23/32	2	1-7/16	1-A	23/32	2	15/16	2	1-7/16	1-A
	SECONDARY	–	–	1-3/8	1-A	–	–	–	–	1-3/8	1-A
FLOAT TOE	PRIMARY	–	–	5/8	2	–	–	–	–	5/8	2
	SECONDARY	–	–	3/8	2	–	–	–	–	3/8	2
FLOAT DROP	PRIMARY	1-29/32	3	1-1/2	4	1-29/32	3	1-29/32	3	1-1/2	4
	SECONDARY	–	–	1-5/16	4	–	–	–	–	1-5/16	4
FLOAT ALIGNMENT		–	–	–	3	–	–	–	–	–	3
VACUUM ASSIST SPRING		–	–	1-1/32	5	–	–	–	–	1-3/32	5
PUMP ROD LOCATION		–	–	–	–	–	–	–	–	–	–
PUMP ROD		1-3/16	4	29/32	6	7/8	4	1-3/16	4	27/32	6
IDLE VENT		1-1/16	5	13/16	7	–	–	1-1/16	5	3/4	7
INTERMEDIATE CHOKE ROD		–	–	Flush	8	–	–	–	–	Flush	8
VACUUM BREAK		–	–	–	–	–	–	–	–	–	–
AUTOMATIC CHOKE		7012202 7012205 2-N.R. 7012902 7012905 Index	9	1-N.R.	10	–	–	Index	9	1-N.R.	10
CHOKE ROD		.060	11	.040	12	–	–	.060	11	.040	12
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM									
UNLOADER		.160	13	.130	14	–	–	.160	13	.130	14
SECONDARY LOCKOUT		–	–	.015	15	.030	14	–	–	.015	15
SECONDARY CONTOUR		–	–	.015	16	.015	15	–	–	.015	16
THROTTLE RETURN CHECK		–	–	–	–	–	–	–	–	–	–

TUNE UP SPECIFICATIONS

IDLE R.P.M.	450-D	475-D	–	450-D	480-D
IDLE R.P.M. - AIR COND.	900-N-A/C ON	900-N-A/C ON	–	900-N-A/C ON	900-N-A/C ON
FAST IDLE	1700	1700	–	1700	1700
DWELL	30°	30°	–	30°	30°
POINT GAP	.016	.016	–	.016	.016
SPARK PLUG GAP	.035	.035	–	.035	.035
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	10° - BTDC @ 450 RPM	5° - BTDC @ Idle	–	7½° - BTDC @ 450 RPM	59-5° @ 450 RPM 60-62 5° @450 RPM

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CADILLAC

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1963	1964–65			
CARBURETOR MODEL	4GC	4GC			
CARBURETOR NO.	7023030 7023031	7024030 7024031 7025030 7025031			

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-CA-4		9-CA-4							
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-7/16	1-A	1-7/16	1-A						
	SECONDARY	1-3/8	1-A	1-3/8	1-A						
FLOAT TOE	PRIMARY	5/8	2	5/8	2						
	SECONDARY	3/8	2	3/8	2						
FLOAT DROP	PRIMARY	1-1/2	4	1-1/2	4						
	SECONDARY	1-1/4	4	1-1/16	4						
FLOAT ALIGNMENT		–	3	–	3						
VACUUM ASSIST SPRING		1-1/16	5	1-1/16	5						
PUMP ROD LOCATION		–	–	Outer	6						
PUMP ROD		27/32	6	13/16	6						
IDLE VENT		–	–	–	–						
INTERMEDIATE CHOKE ROD		Flush	8	Flush	8						
VACUUM BREAK		–	–	–	–						
AUTOMATIC CHOKE		1-N.R.	10	Index	10						
CHOKE ROD		.040	12	.040	12						
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM									
UNLOADER		.130	14	.130	14						
SECONDARY LOCKOUT		.015	15	.020	15						
SECONDARY CONTOUR		.015	16	.020	16						
THROTTLE RETURN CHECK		–	–	–	–						

TUNE UP SPECIFICATIONS

IDLE R.P.M.	480-D	480-D			
IDLE R.P.M. - AIR COND.	900-N-A/C ON	900-N-A/C ON			
FAST IDLE	1700 - Second Step	1700			
DWELL	30°	30°			
POINT GAP	–	–			
SPARK PLUG GAP	.035	.035			
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	5° - BTDC @ 480 RPM	5° - BTDC @ 480 RPM			

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DATE: OCTOBER 1963
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FILE AFTER CADILLAC SPEC - ADJ DIVIDER

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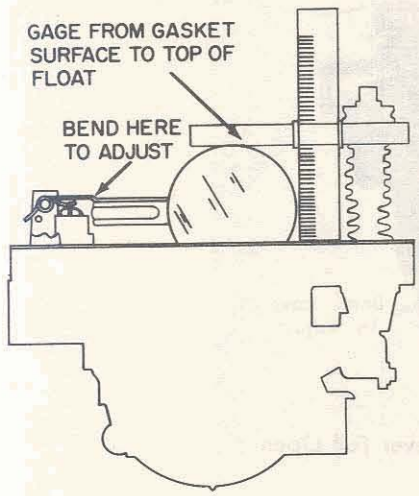
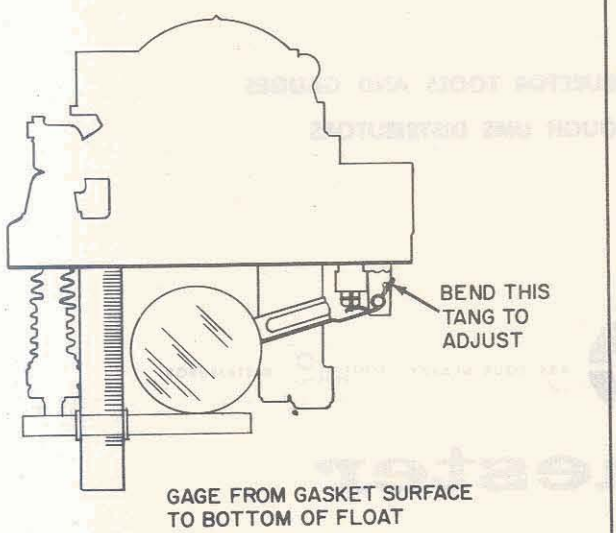
ADJUSTMENT PROCEDURES — MODEL "BB"



FLOAT LEVEL ADJUSTMENT

FIG. 1

With air horn gasket in place and air horn inverted on flat surface, measure distance from gasket to top of each float pontoon, next to seam. This dimension should be as specified. Bend float arms at junction point at rear of float assembly near needle and seat. Align float pontoons to avoid interference in float bowl.



FLOAT DROP ADJUSTMENT

FIG. 2

Bend the float tang at the rear of the float, against the balance spring to lessen the drop and away from the balance spring to increase the drop. The tension is correct when the distance from the bottom of the air horn gasket to the bottom of the floats, with the air horn assembly held in an upright position, is as specified.

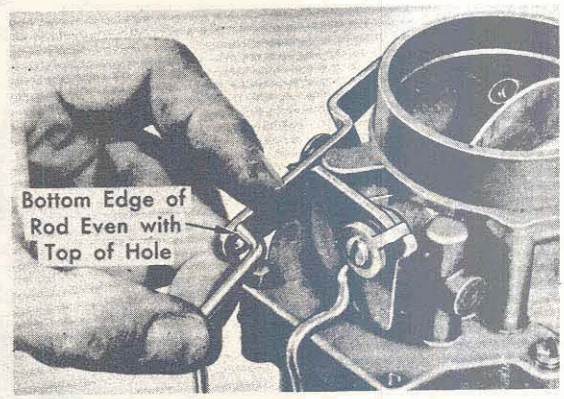


FIG. 3

PUMP ROD ADJUSTMENT

Back out the idle stop screw. Hold the throttle valves fully closed. Remove the pump rod from the rocker arm and hold rocker arm down so that the pump plunger is in its extreme "up" position. With the pump rod directly over the rocker arm hole carefully bend the pump rod until the bottom edge of the pump rod is flush with the top edge of the rocker arm hole. Reassemble pump rod to rocker arm.

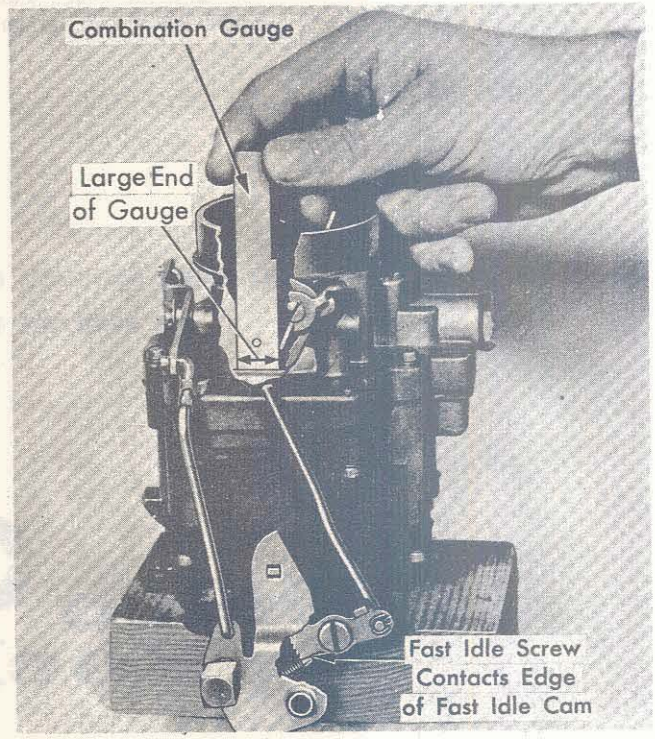


FIG. 4

CHOKE ROD ADJUSTMENT

With choke modifier set, turn fast idle screw until tapered end contacts drop off edge of the low step of cam. Be sure choke trip lever is in contact with choke counterweight. With fast idle screw and fast idle cam in this position, bend choke rod until the gauge just slides easily between lower edge of choke valve and flat on inside diameter of air horn. CAUTION: Choke rod must not rub side of housing at any choke valve position.

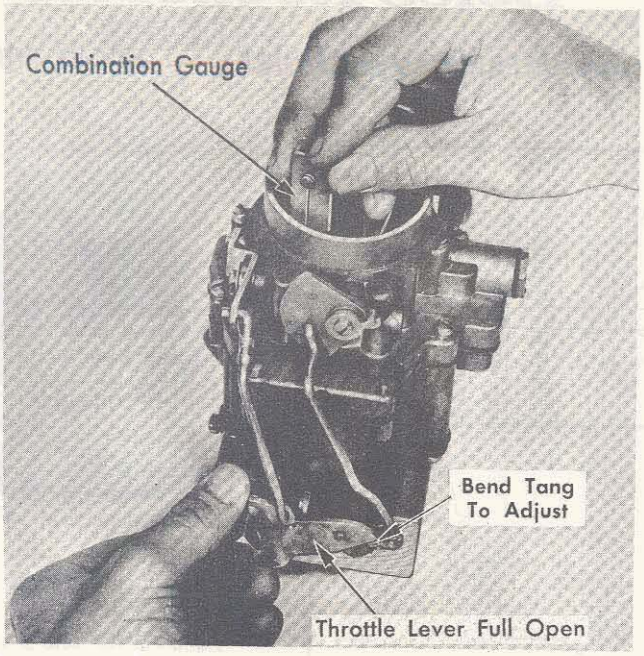


FIG. 5

UNLOADER ADJUSTMENT

With choke modifier set and choke trip lever in contact with choke counterweight, move throttle lever to full open position. Hold throttle lever in this position and bend tang on fast idle cam until the gauge just slides easily between lower edge of choke valve and flat on inside diameter of air horn.

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BULLETIN 9-CA-3
DATE: OCTOBER 1963
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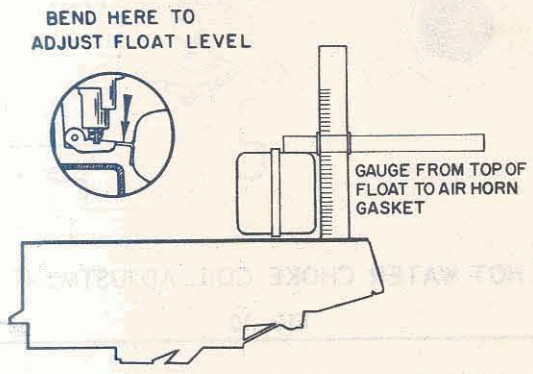
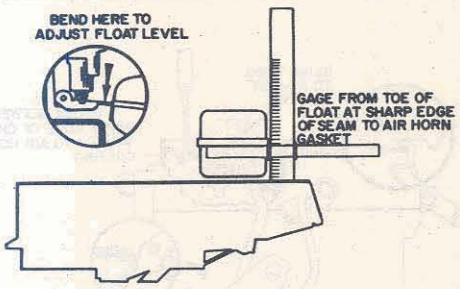
FILE AFTER CADILLAC
SPEC - ADJ DIVIDER

ADJUSTMENT PROCEDURES —"2G", "2GC" AND "2GV"



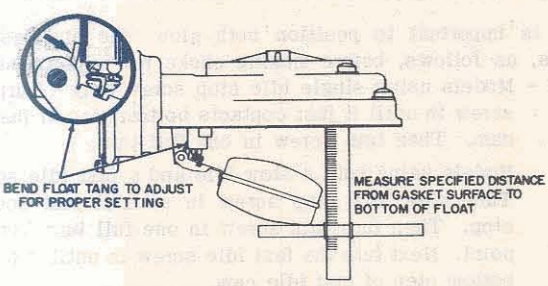
FLOAT LEVEL ADJUSTMENT
FIG. 1

With the air horn inverted and the gasket in place, measure the dimension from gasket surface to top of float. This dimension should be as specified in adjustment specification for model being serviced. To adjust, bend float arm, as shown in inset.



FLOAT LEVEL ADJUSTMENT
FIG. 2

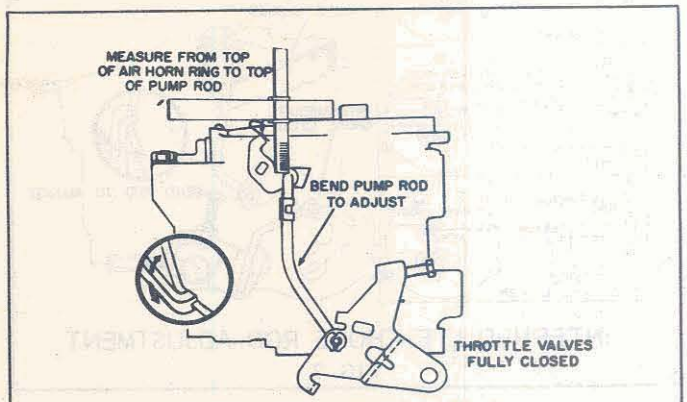
With air horn inverted and air horn gasket installed measure the distance from the air horn gasket to the lower edge (sharp edge) of the float seam at the outer end of the float pontoon. To adjust, bend the float arm at rear, as shown in inset.



FLOAT DROP ADJUSTMENT
FIG. 3

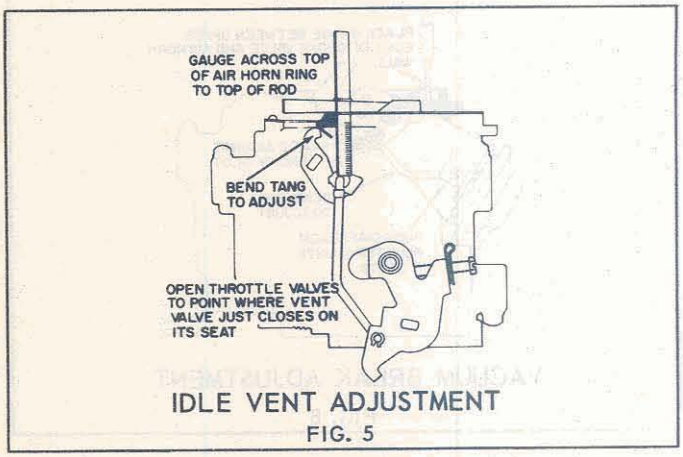
With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.

CO, WD, 131, 132:16, 9X, 9FR, 9FD



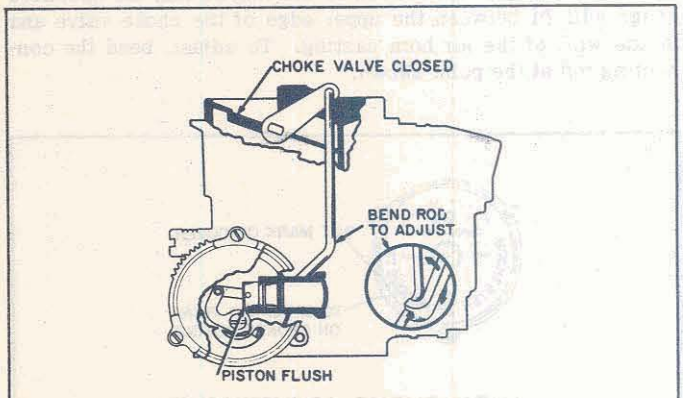
PUMP ROD ADJUSTMENT
FIG. 4

Back out idle stop screw and completely close throttle valves in bore. Place gauge on top of air horn ring. Bend the pump rod at lower angle to obtain specified dimension, to top of pump rod.



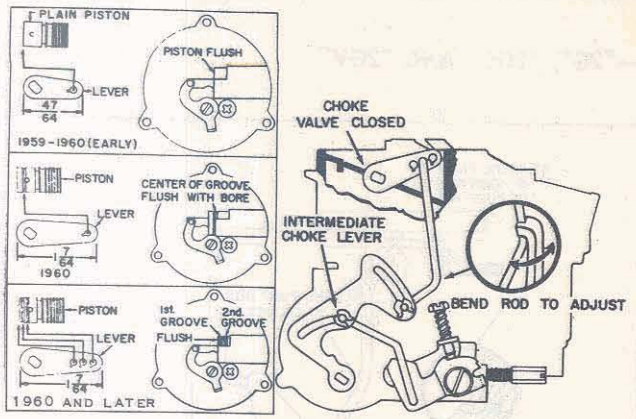
IDLE VENT ADJUSTMENT
FIG. 5

Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.



INTERMEDIATE CHOKE ROD ADJUSTMENT
FIG. 6

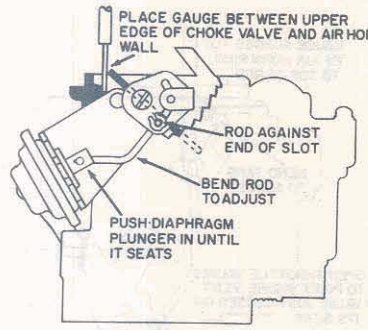
Remove the thermostat cover and coil assembly and inside baffle plate. Hold the choke valve completely closed and bend the intermediate choke rod as necessary so that the end of the choke piston is as specified, with the end of choke piston bore.



INTERMEDIATE CHOKE ROD ADJUSTMENT

FIG. 7

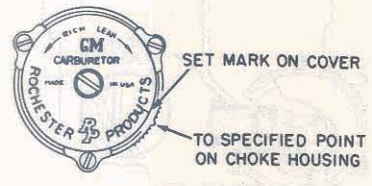
Remove the thermostatic cover and coil assembly and inside baffle plate. Open throttle valves and hold choke valve completely closed by pushing upward on intermediate choke lever. Adjust intermediate choke rod as necessary by bending so that choke piston is in the location shown above.



VACUUM BREAK ADJUSTMENT

FIG. 8

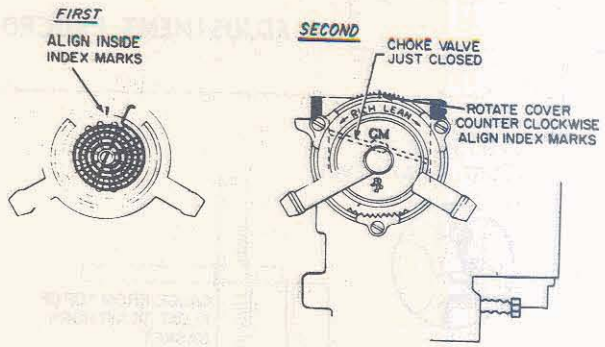
Push the vacuum break diaphragm plunger in until it is seated and make sure the choke valve is closed so the connecting rod is at the end of the slot in the choke shaft lever. In this position, adjust the rod by bending so that the specified gauge will fit between the upper edge of the choke valve and inside wall of the air horn casting. To adjust, bend the connecting rod at the point shown.



AUTO CHOKE ADJUSTMENT

FIG. 9

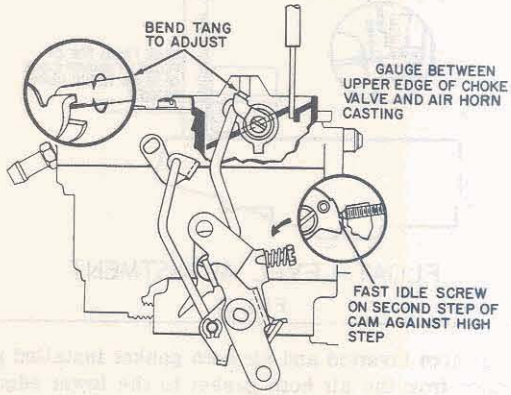
Loosen the three retaining screws and rotate the choke cover against coil tension until the index mark is in line with the specified point on the choke housing.



HOT WATER CHOKE COIL ADJUSTMENT

FIG. 10

There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown. The complete choke cover assembly has a scribe mark on the outside which must be aligned with the proper index point on the choke housing.



CHOKE ROD ADJUSTMENT

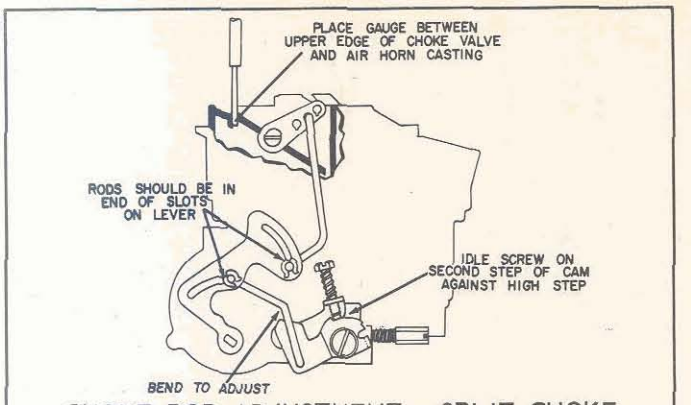
FIG. 11

It is important to position both slow idle and fast idle screws, as follows, before making choke rod adjustment.

Step 1 - Models using single idle stop screw only - Turn stop screw in until it just contacts bottom step of fast idle cam. Then turn screw in one full turn.

Models using both a slow idle and a fast idle screw - Turn slow idle stop screw in until it just contacts stop. Then turn this screw in one full turn from this point. Next turn the fast idle screw in until it touches bottom step of fast idle cam.

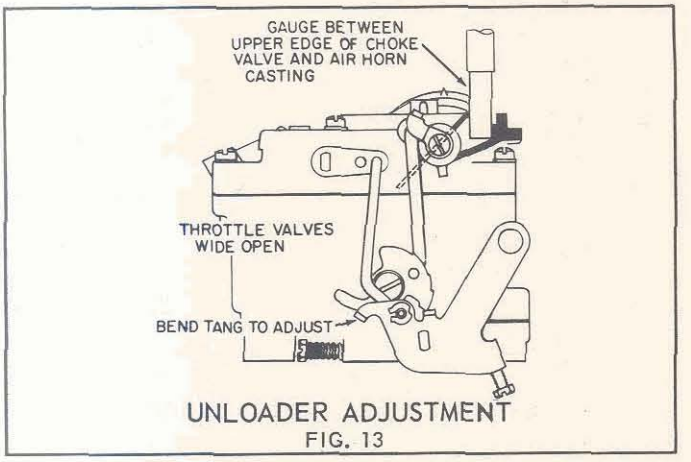
Step 2 - All models - Place idle screw on second step of fast idle cam against shoulder of high step. While holding screw in this position, check clearance between upper edge of choke valve and air horn wall, as shown. Adjust to specified dimension by bending tang on choke lever and collar assembly, as shown above.



CHOKE ROD ADJUSTMENT — SPLIT CHOKE
FIG. 12

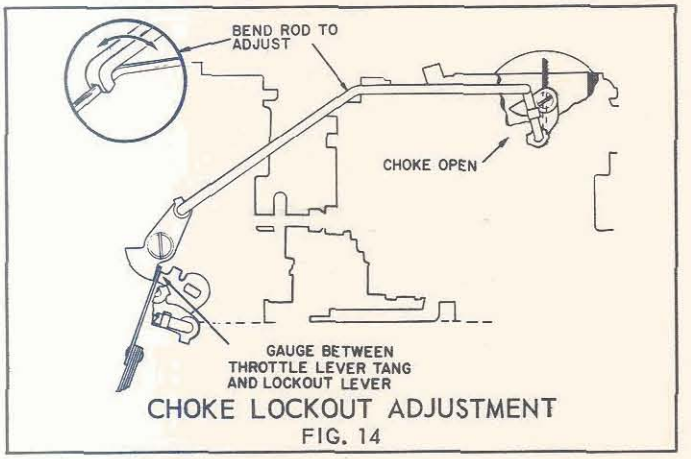
Position slow idle and fast idle screws as described in Step 1, Fig. 11, then place fast idle screw on the second step of the fast idle cam next to the high step as shown. Make sure intermediate choke rod and choke rod are in the ends of slots in the intermediate choke lever by pushing upward on lever.

Bend the choke rod until the proper gauge will just fit between the upper edge of the choke valve and air horn wall.



UNLOADER ADJUSTMENT
FIG. 13

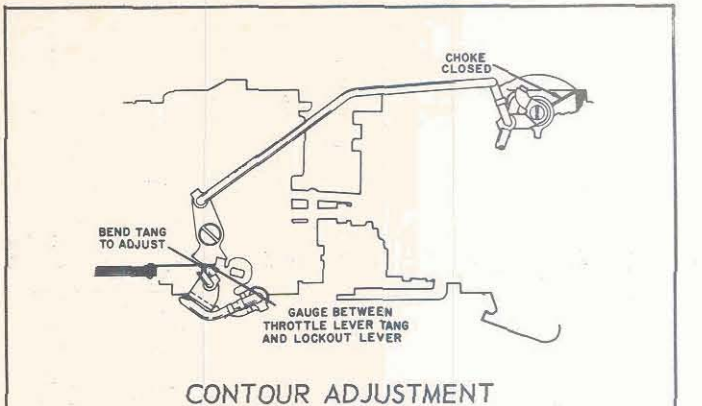
With the throttle valves held wide open the choke valve should be open just enough to admit the specified gauge between the upper edge of the choke valve and inner air horn wall. Bend the tang on the throttle lever as shown to adjust.



CHOKE LOCKOUT ADJUSTMENT
FIG. 14

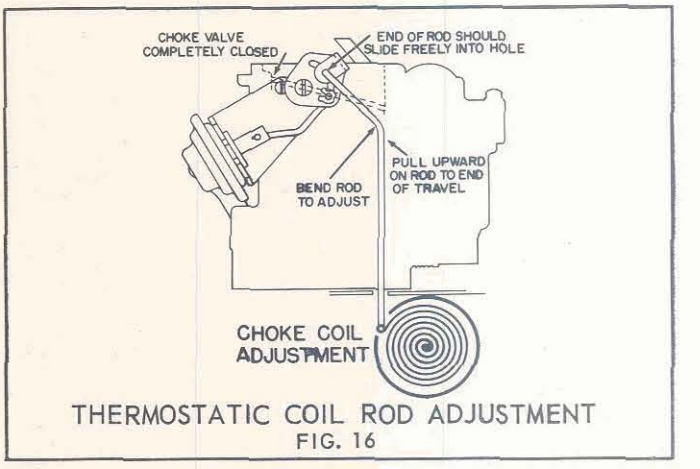
To adjust, hold the choke valve in the wide open position. With the throttle valves slightly open on the carburetor to which the diaphragm is attached, there should be a clearance, as specified, between the lockout lever and the throttle lever as shown. Measure clearance with a feeler gauge and bend the lockout rod to adjust.

CO, WD, 131, 132:1.6, 9X, 9FR, 9FD



CONTOUR ADJUSTMENT
FIG. 15

To adjust, hold the throttle valves completely closed. With the choke valve on the center carburetor in the closed position and the choke lockout lever rod connected, bend the lockout tang on the throttle lever to obtain specified clearance between the lockout lever and tang on the throttle lever of the carburetor to which the diaphragm assembly is attached.



THERMOSTATIC COIL ROD ADJUSTMENT
FIG. 16

To adjust, disconnect the upper end of choke thermostatic coil rod from choke lever. Hold the choke valve completely closed and pull upward on the thermostatic coil rod to the limit of its travel. The end of the rod should slide freely into the hole in the choke shaft lever. To adjust, bend rod.

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DATE: OCTOBER 1963
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FILE AFTER CADILLAC
SPEC - ADJ DIVIDER

United Delco

Delco Rochester

ADJUSTMENT PROCEDURES — "4G" AND "4GC"

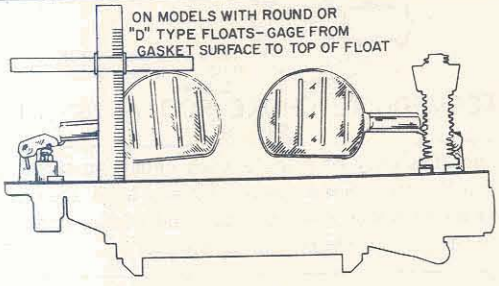
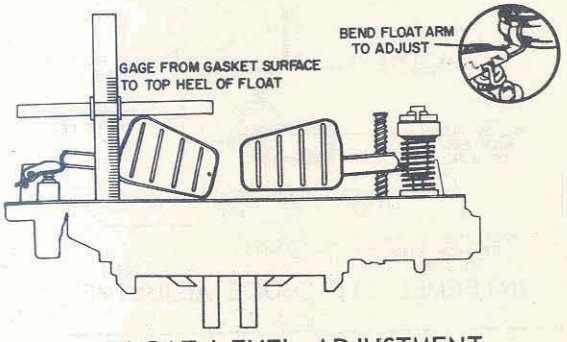


FIG. 1



FLOAT LEVEL ADJUSTMENT
FIG. 1A

Check for proper float level adjustment as follows: With air horn inverted and gasket in place, gauge from gasket surface to the top of each float next to seam. Adjust to specified dimension by bending float arms at junction point near needle and seat, as shown in inset.

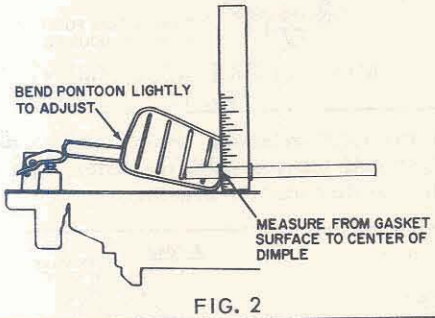
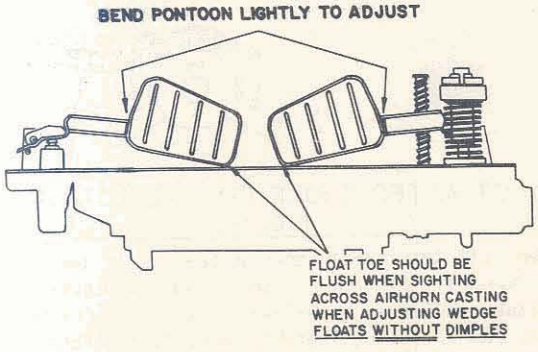
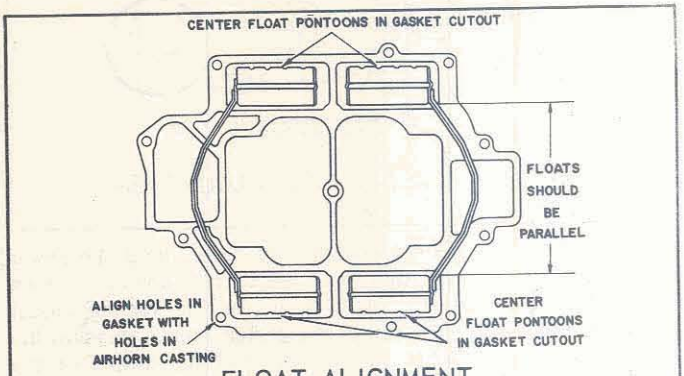


FIG. 2



FLOAT TOE ADJUSTMENT
FIG. 2A



FLOAT ALIGNMENT
FIG. 3

Align screw holes in air horn gasket with screw holes in air horn. Then make sure the floats are centered in the cut out section of the gasket and the sides of the float pontoons are parallel with the adjacent edges of the gasket. Bend float arms as necessary to adjust.

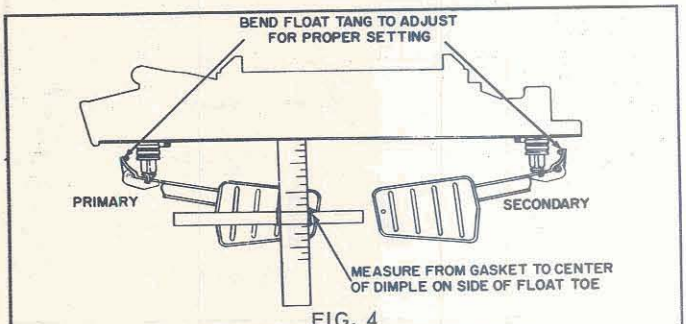
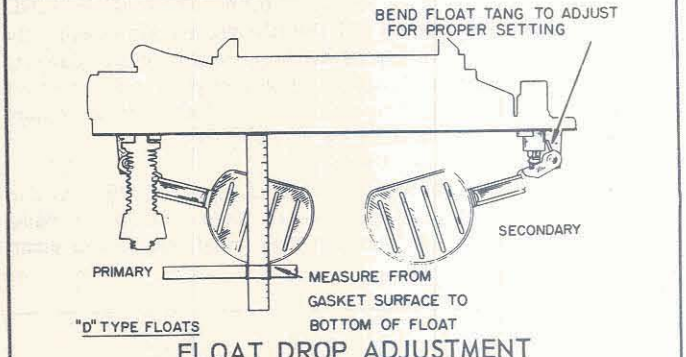


FIG. 4

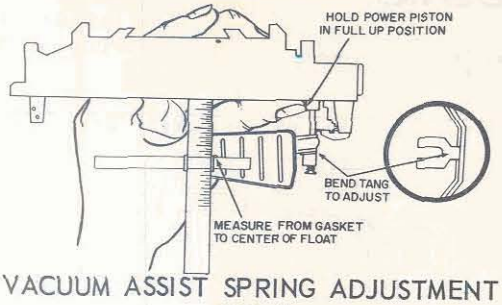


FLOAT DROP ADJUSTMENT
FIG. 4 A

With the air horn upright and level, gasket in place and the floats hanging freely, measure the distance on each float from the gasket surface to the center of the dimple, (wedge floats). Measure to lower end of toe for wedge floats without dimple. Measure to the lowest point on "D" or round pontoon floats. Adjust to specified dimension by bending tang which contacts seat or spring.

With air horn inverted and gasket in place, measure the distance from the gasket to the center of the dimple of each float at toe (small end). Adjust to specified dimension by bending the toe of each float up or down, as required.

Note: Wedge type floats which do not have dimples in sides of floats should be adjusted so lower tip of the float toe is flush with air horn casting when sighting across air horn casting, as shown in illustration - 2A.

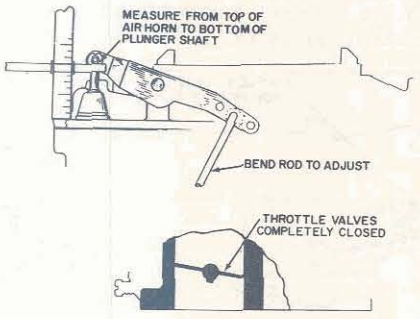


VACUUM ASSIST SPRING ADJUSTMENT
FIG. 5

With the air horn held upright and level, hold the power piston in the full up position, with the thumb. Jounce pontoon lightly to make sure the cup retainer on the vacuum assist spring is not binding on the power piston stem. Measure the distance from the gasket to the center of the dimple on the float pontoon at toe.

Note: Always hold power piston in "up" position.

To adjust, bend tang at center of float arms.

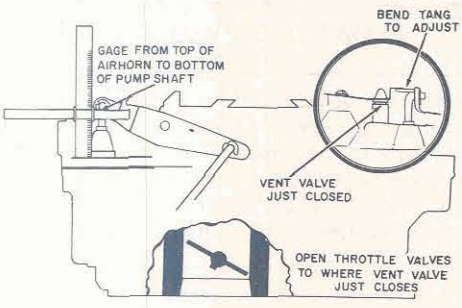


PUMP ROD ADJUSTMENT
FIG. 6

Install pump rod in hole specified for model being serviced. Back out slow idle screw until throttle valves are completely closed. Place gauge on top of air horn next to pump plunger. With the throttle valves closed and lower edge of gauge resting on top of air horn, the distance from top of air horn to bottom of pump plunger shaft should be as specified.

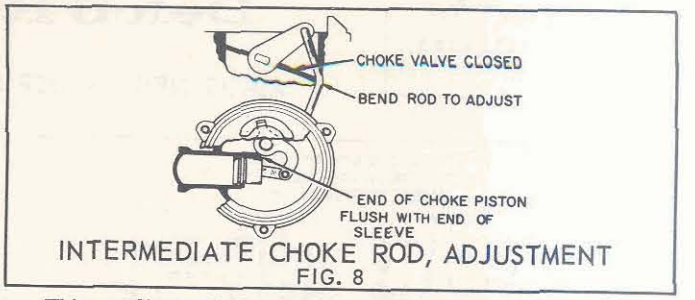
Bend the pump rod to adjust.

After adjusting pump rod to specified dimension the rod can be moved to the inboard hole (where used) for richer pump action or to the outboard hole (where used) for leaner pump action.



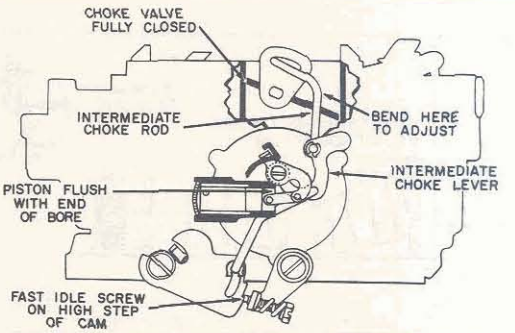
IDLE VENT ADJUSTMENT
FIG. 7

After making pump adjustment, adjust idle vent as follows: Open throttle valves enough to obtain the specified measurement from air horn to bottom of pump plunger shaft. At this point the idle vent should just close. To adjust, bend tang on pump lever as shown. On older models adjust by bending tang that contacts face of valve under pump lever.



INTERMEDIATE CHOKE ROD, ADJUSTMENT
FIG. 8

This applies only to models with choke on throttle body or bowl. Holding the choke valve closed, bend the intermediate choke rod as necessary so that the end of the choke piston is flush with end of the choke piston sleeve.



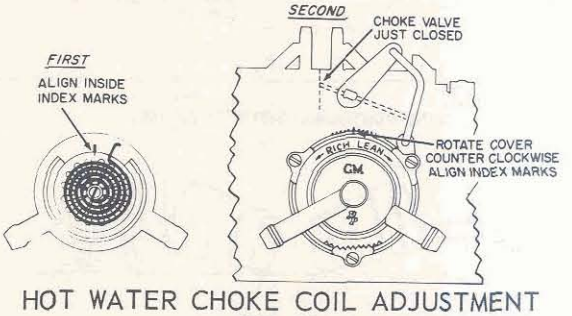
INTERMEDIATE CHOKE ADJUSTMENT
FIG. 9

Place fast idle screw on the high step of the fast idle cam and raise the intermediate choke lever to its full up position. Be sure all lash is removed from rods in slots. The choke piston should be flush with the end of the choke piston bore.

Bend the intermediate choke rod to correctly position the choke piston.

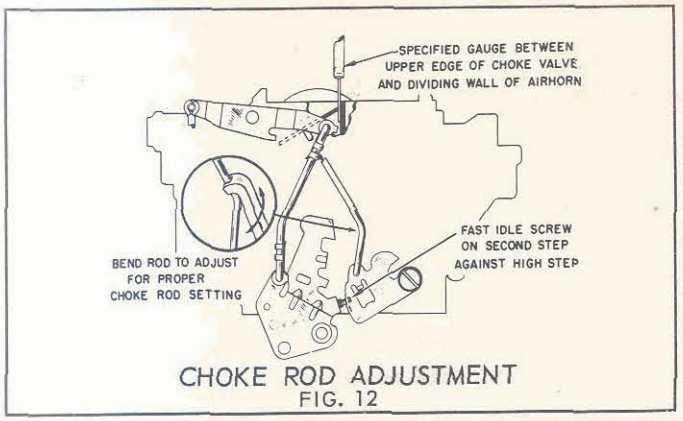
AUTO CHOKE ADJUSTMENT
FIG. 10

Loosen the three retaining screws and rotate the choke cover against coil tension until the index mark on cover is aligned with specified mark on housing.



HOT WATER CHOKE COIL ADJUSTMENT
FIG. 11

There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown. The complete choke cover assembly has a scribe mark on the outside which must be aligned with the proper index point on the choke housing.



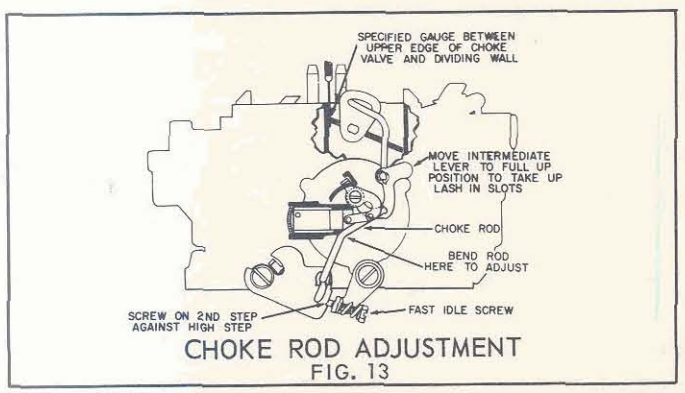
CHOKE ROD ADJUSTMENT
FIG. 12

It is important to position both slow idle and fast idle as follows before making choke rod adjustment:

Step 1 Models using single idle stop screw — Turn stop screw in until it contacts bottom step of fast idle cam. Then turn screw in one full turn.

Models using separate fast idle screw — Turn slow idle stop screw in until it touches stop, then turn one full turn. Then turn the fast idle screw in until it touches bottom step of fast idle cam.

Step 2 After positioning slow idle and fast idle screws as described above, position idle screw on second step of fast idle cam against the shoulder of the high step. Then check clearance between upper edge of choke valve and air horn wall. Bend choke rod, to adjust.

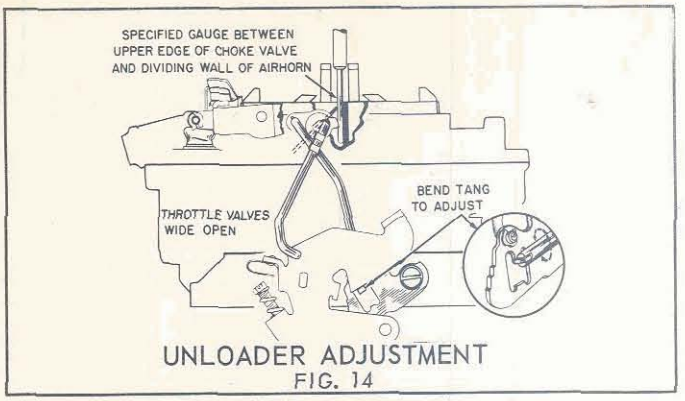


CHOKE ROD ADJUSTMENT
FIG. 13

Position slow idle and fast idle screws as described in Figure 2, then check the choke rod adjustment as follows:

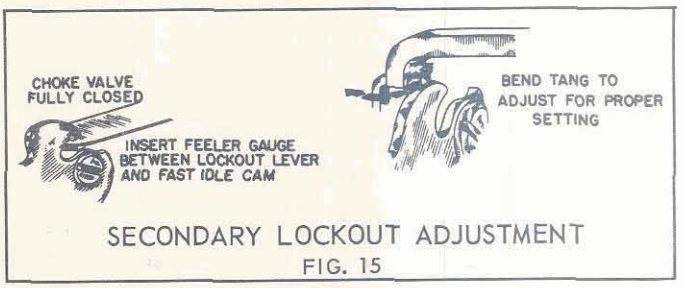
Position the fast idle screw on the second step of the fast idle cam and raise the intermediate choke lever to the full up position. Be sure the intermediate rod and the choke rod are at the upper limit of travel in the slots. Adjust the choke rod by bending to obtain the specified clearance between the choke valve and the dividing wall of the air horn.

To adjust, push the diaphragm plunger in until it seats. While holding the plunger seated, close the choke valve to the point where the vacuum diaphragm connecting rod is in the end of the plunger. At this point, the proper gauge should just fit between the upper edge of the choke valve and the dividing wall in the air horn.
Bend rod to adjust for proper clearance.



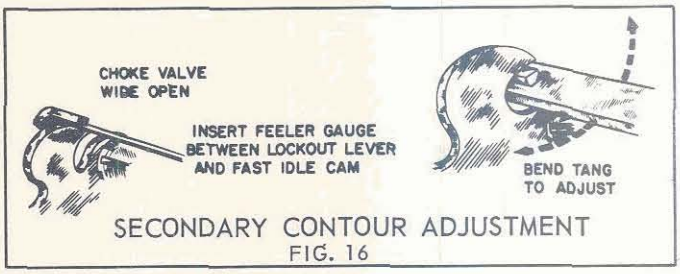
UNLOADER ADJUSTMENT
FIG. 14

Open primary throttle valve to wide open position. While holding lever in this position, check for specified clearance between upper edge of choke valve and air horn wall. Adjust by bending unloader tang on fast idle cam. On a few models, this adjustment is made by bending unloader tang on pump lever.



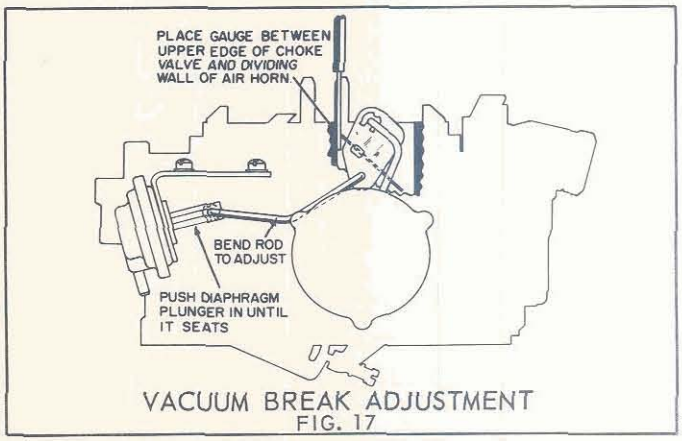
SECONDARY LOCKOUT ADJUSTMENT
FIG. 15

With the choke valve fully closed, bend the lockout lever as shown to obtain specified clearance between the cam and the widest surface of the lockout lever.



SECONDARY CONTOUR ADJUSTMENT
FIG. 16

With the choke valve wide open, bend the lockout lever to obtain specified clearance between the cam and the narrowest surface of the lockout lever at the point shown.



VACUUM BREAK ADJUSTMENT
FIG. 17

Idle adjustment — After engine has reached normal operating temperature adjust idle speed to correct RPM, with transmission in neutral or drive, as specified. Use accurate tachometer. Adjust idle mixture screws for best quality idle (highest RPM). A more stable idle will result if idle speed and mixture are rechecked after road test.

Fast idle adjustment — Adjust fast idle screw to give specified RPM with fast idle screw on the specified step of fast idle cam, engine at normal operating temperature, transmission in neutral.

CO, WD, 131, 132:1.6, 9X, 9FR, 9FD