

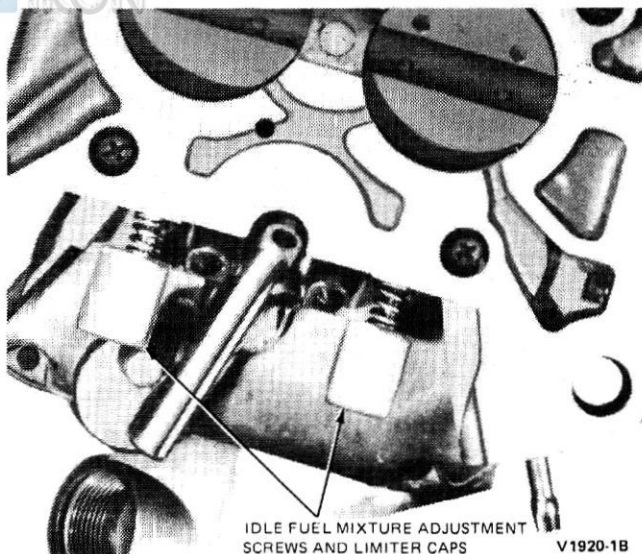


FIG. 9 Idle Fuel Mixture Adjusting Screws, Limiters and Stops

Disconnect the accelerator pump from the operating arm by holding downward on the spring and sliding the arm out of the pump shaft slot.

1. Disassemble the spring and nylon keeper that retains the adjustment pin (Fig. 12). If the pin is not in the specified hole, remove it, reposition the shaft to the correct hole in the piston assembly and reinstall the pin.
2. Slide the nylon retainer over the pin and position the spring on the shaft. Compress the spring on the shaft and install the pump on the pump arm.

If the nylon pump arm is damaged during disassembly or assembly, follow this procedure to replace and adjust the arm. The throttle plates, shafts and lever must be installed to specification to properly adjust the replacement pump arm.

1. Remove the screw retaining the mechanical fuel bowl vent rod bracket and remove the bracket and rod.
2. Remove the two expansion plugs (one aluminum, one brass) from the air horn over the accelerator pump arm. This will give access to the arm adjusting screw and gauge pin hole. These access plugs can be removed by penetrating with a sharp drift and prying out.
3. Remove the upper body assembly from the main body.
4. Remove the vacuum piston limiter lever and nylon accelerator pump arm from the accelerator pump lever and shaft assembly (Fig. 38). Also remove the accelerator pump adjusting screw (5/64 in. allen wrench) from the old nylon pump arm.
5. Install the accelerator pump adjusting screw in the new nylon pump arm. Position the screw so that one full thread of the point end of the screw is exposed below the pump arm.
6. Install the nylon accelerator pump lever and shaft assembly using an "E" clip (Fig. 38).
7. Install upper body to main body and install accelerator pump rod into the proper hole in the throttle pump lever.

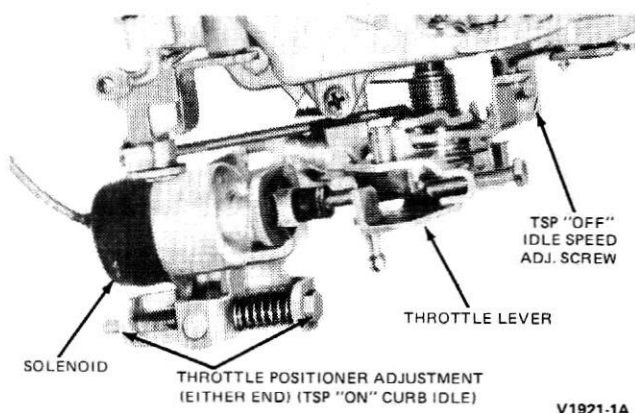


FIG. 10 Idle Speed Adjustment Points—Vehicles With Solenoid Throttle Positioner

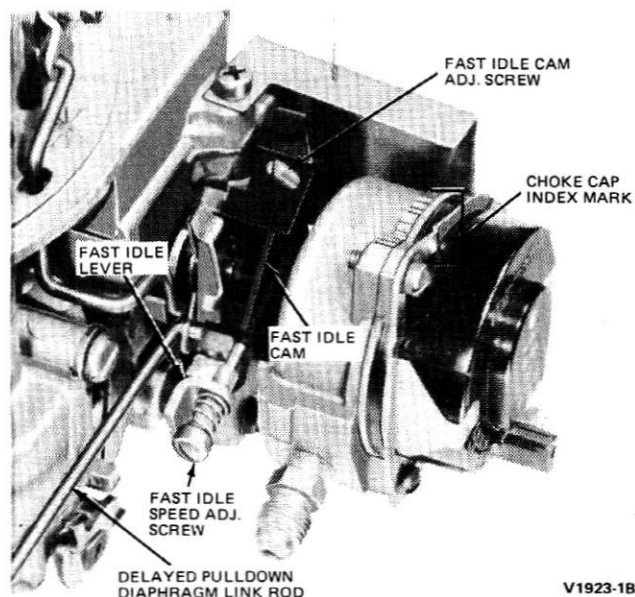


FIG. 11 Automatic Choke Adjustments

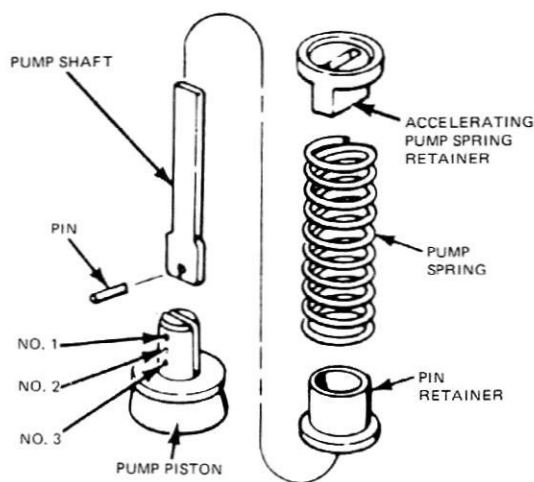
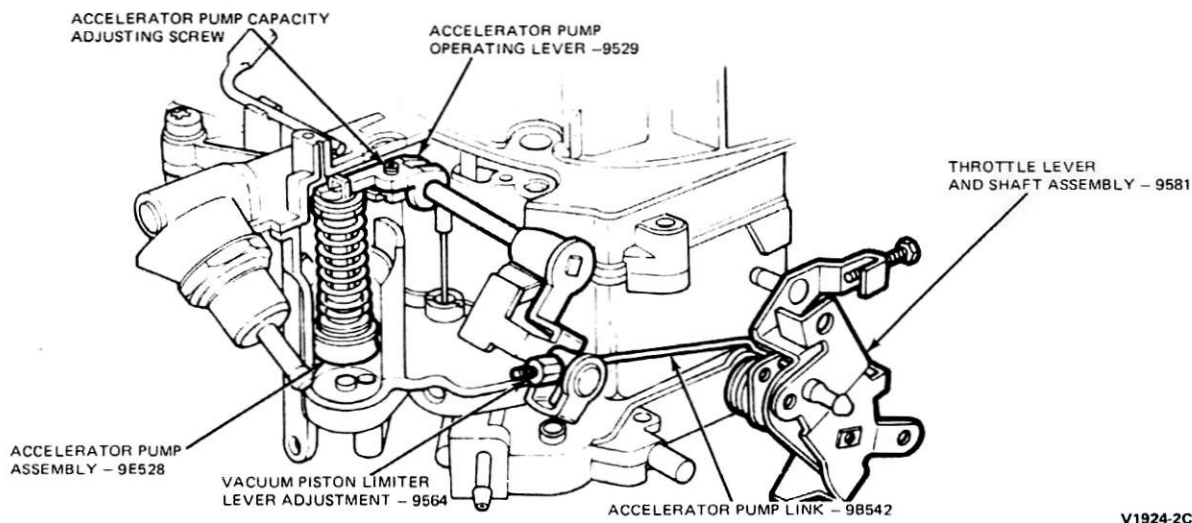


FIG. 12 Setting Accelerator Pump Stroke

8. Position the accelerator pump gage pin thru the accelerator pump gage access hole so that it will rest on top of the accelerator pump stem (Fig. 39).



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FIG. 13 Throttle-To-Accelerator Pump Linkage

9. With the throttle lever at the idle position, measure the distance from the top of the gage pin to the upper body casting surface using a depth scale and note the measurement.
10. Rotate throttle lever to wide open throttle position (W.O.T) and again measure the distance from top of the gage pin to the upper body casting surface. The difference between the two measurements at idle and W.O.T. should be 5/16 inch (.312). If the difference is not 5/16 in., turn the accelerator pump adjustment screw clockwise to increase and counterclockwise to decrease the reading. Recheck reading using the same procedure.
11. Install new access hole plugs.
12. Install the mechanical bowl vent rod, bracket and retaining screw.

NOTE: Do not attempt to adjust the accelerator pump with the nylon nut on the vacuum piston limiter lever.

MECHANICAL FUEL BOWL VENT VALVE

The vent valve is designed to be open to the carbon canister when the engine is off and closed when the engine is operating. Adjust the valve with the carburetor installed on the vehicle.

1. With the engine at **CURB IDLE** speed, and the solenoid throttle positioner (if equipped) in the retracted (de-energized) position, adjust the vent valve so that the adjustment screw just touches the drive tab on the accelerator pump lever (Fig. 14), then turn the adjusting screw one (1) turn clockwise.
2. Turn the engine off and observe that the vent operating linkage pushes down on the vent valve stem.

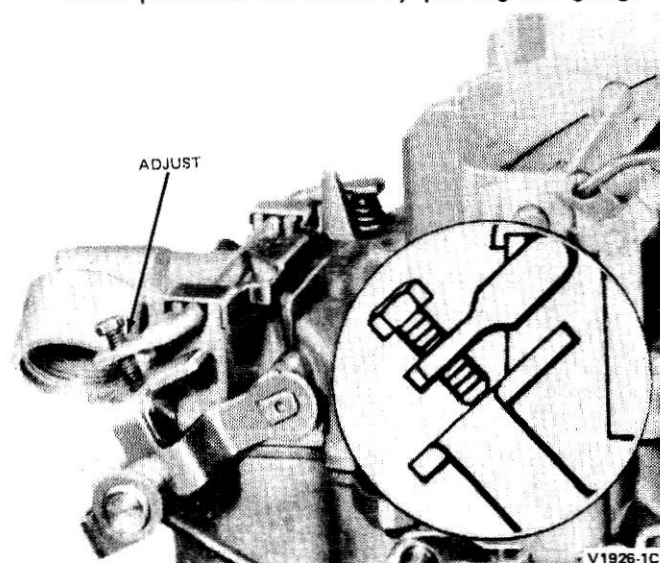
AUTOMATIC CHOKE FUNCTIONS

Initial Choke Pulldown

When the engine is first started, the choke plate is pulled to an initial pulldown position by a small piston in the choke housing, operated by engine vacuum. To

adjust initial choke plate pulldown, follow this procedure:

1. Remove the choke thermostatic spring housing assembly.
2. Open throttle about half-throttle and position the fast idle adjusting screw on the high step of the fast idle cam.
3. Bend a 0.036 inch diameter wire gauge at a 90 degree angle approximately 1/8 inch from its end. Insert the bent end of the gauge between the choke piston slot and the upper edge of the right-hand slot in the choke housing (Fig. 15).
4. Rotate the choke thermostat lever counterclockwise until the gauge is snug in the piston slot. Hold the gauge in position with light force on the lever and move the top of the choke rod away from the carburetor while moving the bottom of the rod toward carburetor to remove end play from linkage.
5. Using a drill gauge or equivalent, check initial choke pulldown clearance by placing the gauge



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FIG. 14 Adjusting Mechanical Fuel Bowl Vent Valve

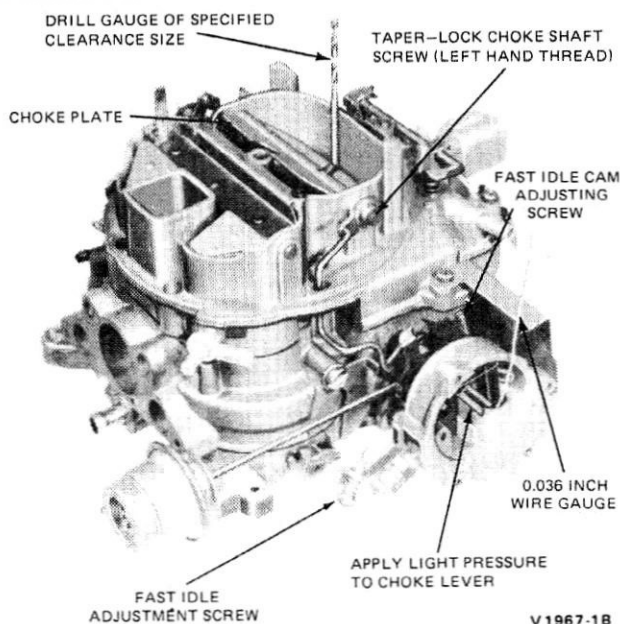


FIG. 15 Checking and Adjusting Initial Choke Plate Pulldown

against the inner wall of the choke air horn on the downstream side at approximately the longitudinal centerline of the carburetor and check clearance from wall to edge of choke plate.

6. If the measured clearance is not within specification, adjust clearance by turning the hex head lock screw on the choke plate shaft in a clockwise direction three (3) full turns. (**Note: Lock screw is left-hand threaded**). Pry choke lever from shaft to loosen taper lock. Choke lever should rotate freely on choke shaft.
7. Hold the drill gauge with diameter equal to specified pulldown clearance between the lower edge of the choke plate and air horn wall, maintaining light closing force on choke plate.
8. With choke piston snug against the 0.036 inch wire gauge, the top of the choke rod held away from the carburetor while moving the bottom of the rod toward the carburetor to remove end play from linkage, and the choke plate held against the drill gauge, tighten the hex head screw on the choke shaft.
9. Using the .036 inch gauge in the vacuum slot, above the top of the piston, hold the piston in the full down position. Now rotate the thermostatic spring lever back and forth to check for binding.
10. Reinstall the gasket and choke thermostatic spring housing assembly.

Delayed Choke Pulldown

The Model 4350 4-V carburetor is equipped with a vacuum-diaphragm operated delayed choke pulldown that opens the choke to a wider setting approximately 6-18 seconds after engine startup. To check and adjust, follow this procedure:

1. With throttle set on fast idle cam, note position of index marks on cap of choke bimetallic cap. Loosen

retaining screws and rotate cap 90 degrees in the closing (rich) direction.

2. Disconnect the vacuum supply hose from the port on the delayed choke pulldown diaphragm assembly. Place a piece of tape over the purge hole after removing the filter cap and connect a vacuum source of at least 14-18 in. Hg to the port (Fig. 16).
3. Measure hard gage pulldown dimension at lower edge of choke plate, in center of air horn, using gauge of specified diameter (see Group 29). Adjust by turning stop screw on delayed choke pulldown diaphragm.
4. After pulldown is properly set, remove external vacuum source, reconnect tube to carburetor port and reset choke thermostatic cap to specified index setting. When using a hand vacuum pump, cover purge hole (Fig. 7).

Fast Idle Top Step Pulloff

As the delayed choke pulldown diaphragm operates, additional linkage pulls the fast idle lever and screw from the top step of the fast idle cam to the second step, reducing cold engine idle speed (Fig 17).

To check the operation of the fast idle top step pulloff linkage, operate the delayed pulldown diaphragm manually or by connecting an external vacuum source of 14-18 in. Hg to the vacuum port. Place hand over holes in filter cap. Position the fast idle speed screw on the top step of the fast idle cam with the choke plate closed. (Rotate choke thermostatic cap if necessary to close choke plate.) Observe the fast idle speed adjusting screw drops to second (kickdown) step of cam as delayed choke pulldown diaphragm is operated.

Fast Idle Cam Clearance

1. Loosen the attaching screws and rotate the spring housing to align the center index mark on the choke housing with the index mark on the spring housing.

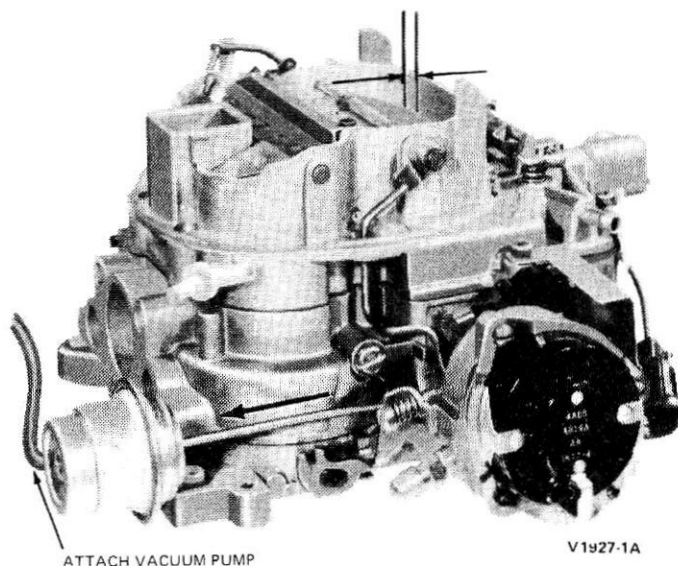


FIG. 16 Choke Plate Delayed Pulldown Adjustment