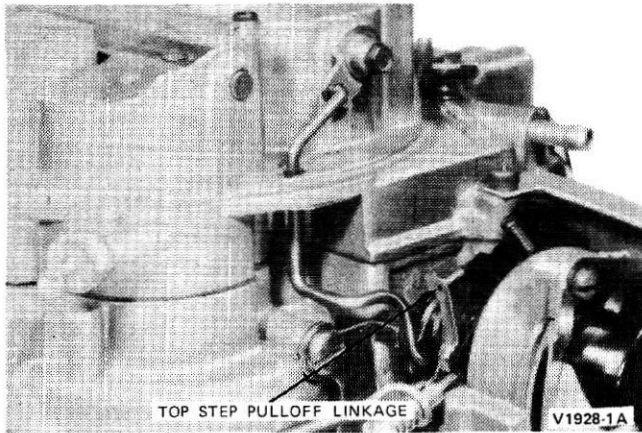




**FIG. 17 Fast Idle Top Step Pulloff Linkage**

Rotate the spring housing an additional 90 degrees counterclockwise and tighten the attaching screws.

2. Position the fast idle speed, adjusting screw end on the kickdown (center) step of the fast idle cam. Close the choke plate as far as it will go. Check the clearance between the lower edge of the choke plate and the air horn wall. Turn the fast idle cam adjusting screw inward to increase the clearance or outward to decrease the clearance. Make sure the fast idle speed adjusting screw stays at the kickdown step of the fast idle cam during the adjustment.
3. Loosen the attaching screws, set the thermostatic choke housing to the specified index mark and tighten the attaching screws.
4. If the choke plate clearance and fast idle cam linkage adjustment was performed with the carburetor on the engine, adjust the engine idle speed and fuel mixture.

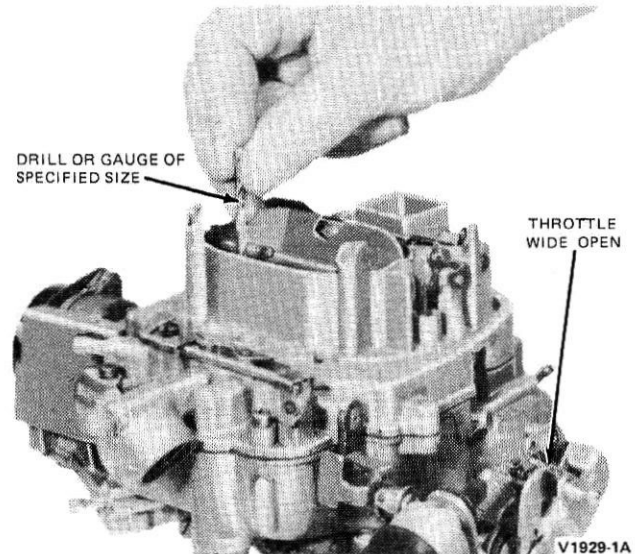
#### Dechoke Clearance

1. Open the throttle plate to the wide open position and hold.
2. Rotate the choke plate toward the closed position until the pawl on the fast idle speed lever contacts the fast idle cam.
3. Check the clearance between the lower edge of the choke plate and the air horn wall (Fig. 18).
4. Adjust the clearance to specification by bending the pawl on the fast idle speed lever forward to increase or backward to decrease the clearance.

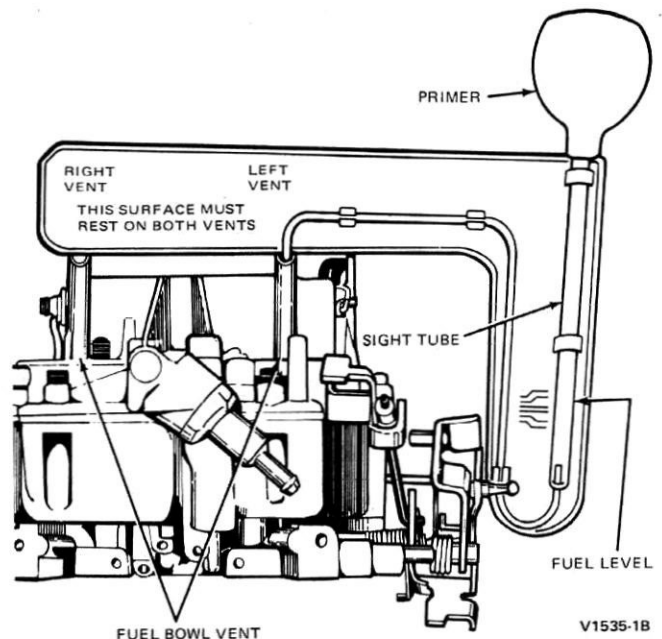
### FUEL INLET SYSTEM ADJUSTMENTS

#### Checking Fuel Level With Bubble Type Fuel Level Gauge (Before Carburetor Disassembly)

1. Make sure vehicle is level.
2. Remove the air cleaner assembly.
3. Start the engine and allow to run briefly, until the fuel level is stabilized.
4. Insert the Fuel Level Gauge T72L-9550-B into the carburetor fuel bowl vent on the throttle lever side



**FIG. 18 Checking Dechoke Clearance**



**FIG. 19 Checking Fuel Level**

as shown in Fig. 19. Rest the gauge pad on the other vent.

5. Using the fuel primer, syphon fuel into the sight tube and allow the fuel to reach a level.
6. Note where the fuel level falls on the gauge. If the fuel level is within the specified band, adjustment is not required. If the fuel level is not correct, adjust as follows.

#### Float Setting (With Fabricated Gauge and Bending Tools)

To simplify parallel setting of the dual pontoons, first refer to Fig. 19 for the construction of an adjustable float gauge and a float tab bending tool.

**NOTE: When adjusting float(s), always use the float tab bending tool. If a tool such as needle**

nose pliers is used, the tab could be scratched or otherwise marred, resulting in a sticking float.

Refer to MAJOR REPAIR OPERATIONS for disassembly of the Model 4350 4V carburetor. Pay particular attention to instructions for scribing reference lines on the accelerator pump operating arm shaft and the carburetor air horn casting. This relationship must be maintained when disassembling and assembling the carburetor.

1. Adjust gauge to the specified height.
2. Insert gauge into the air horn outboard holes (Fig. 21).

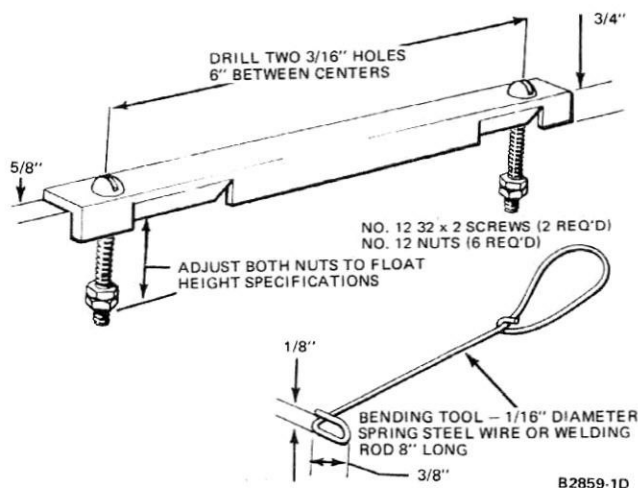


FIG. 20 Float Gauge and Bending Tool Details

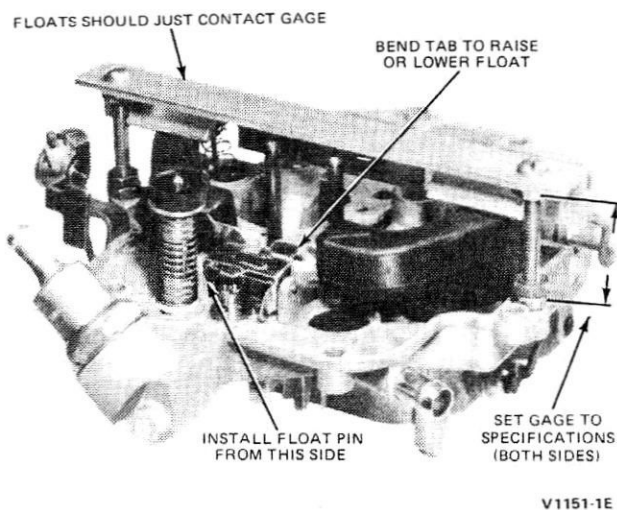


FIG. 21 Float Setting—Fabricated Gauge (Passenger Carburetor Shown—Police Interceptor Carburetor Similar)

3. Check the clearance and alignment of the pontoons to the gage. Both pontoons should just touch the gauge for the proper setting. Align the pontoons if necessary on passenger models by slightly twisting the pontoons.

If it is necessary to adjust the float clearance, bend the primary needle tab downward to raise the float and upward to lower the float. On police models, it is necessary to set each float independently.

To bend the tabs with the float bending tool, the procedure is as follows:

**To Raise the Float**, insert the open end of the bending tool to the RIGHT side of the float lever tab and between the needle and float hinge. Raise the float lever off the needle and bend the tab downward. **To Lower the Float**, insert the open end of the bending tool to the LEFT side of the float lever tab, between the needle and float hinge. Support the float lever and bend the tab upward.

#### Float Setting (With Gauge Supplied in Rebuilding Kit)

1. With the air horn removed from the carburetor and inverted, check the clearance of the pontoon floats to the gauge (Fig. 22).

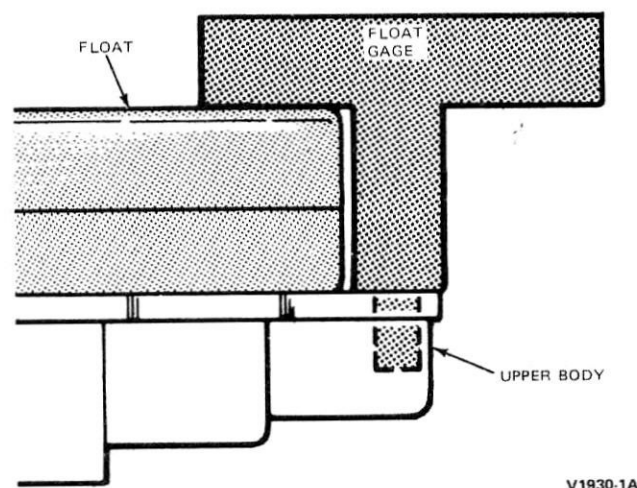


FIG. 22 Float Setting—Rebuilding Kit Gauge

2. If necessary, adjust the alignment and height of the floats as outlined under adjustments for fabricated gauge and tool.

#### Auxiliary (Supplemental) Fuel Inlet Valve Setting

With the float gauge installed to maintain the specified setting, invert the upper body. Check the auxiliary valve clearance (Fig. 23). If it is necessary to adjust the auxiliary valve and float tab to the specified clearance, use the bending tool shown in Fig. 20.

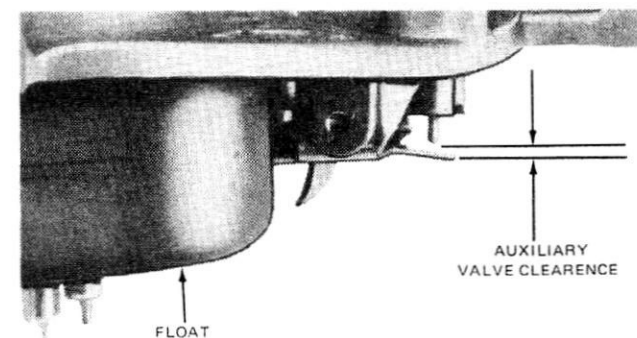
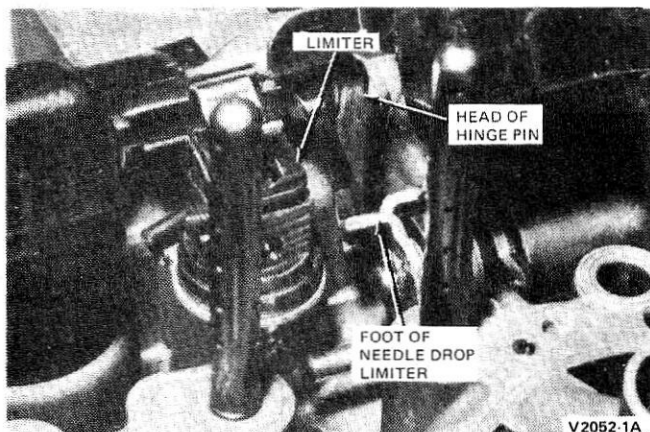


FIG. 23 Auxiliary (Supplemental) Valve Setting

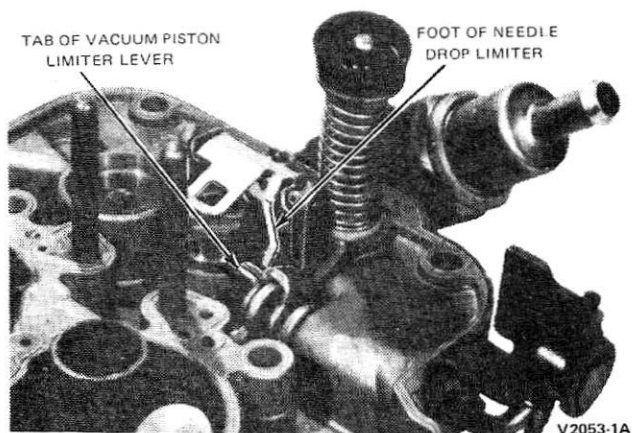
### Fuel Inlet Needle Drop Limiter Adjustment

All model 4350 4V carburetors except Police Interceptor models are equipped with a new fuel inlet needle drop limiter. The limiter (Fig. 24) controls fuel inlet during stops and turns to help prevent engine stalling and must be installed and adjusted correctly. Improper adjustment can result in engine stalling or fuel starvation. Adjust the limiter as follows:



**FIG. 24 Fuel Inlet Needle Drop Limiter**

1. After adjusting float level, remove the float hinge pin, float(s) and inlet needle.
2. Re-install the fuel inlet needle drop limiter and the hinge pin, with the foot of the limiter behind the tang on the vacuum piston limiter lever (Fig. 25).



**FIG. 25 Limiter Installed For Adjusting**

3. Rotate the vacuum piston limiter lever and shaft assembly until the new scribe marks made during disassembly line up (Fig. 26). Hold in place with heavy duty tape.
4. Invert the upper body and check the clearance between the needle drop limiter tab and the fuel inlet seat with a feeler gauge (Fig. 27). If not .005 inch, first loosen the holding tape and rotate the vacuum piston limiter lever away from the needle drop limiter and then adjust for proper clearance by carefully bending the long "foot" on the needle drop limiter. Re-index the vacuum piston limiter lever and recheck the clearance.
5. When clearance is to specification, remove hinge pin and needle drop limiter. Re-install inlet needle,

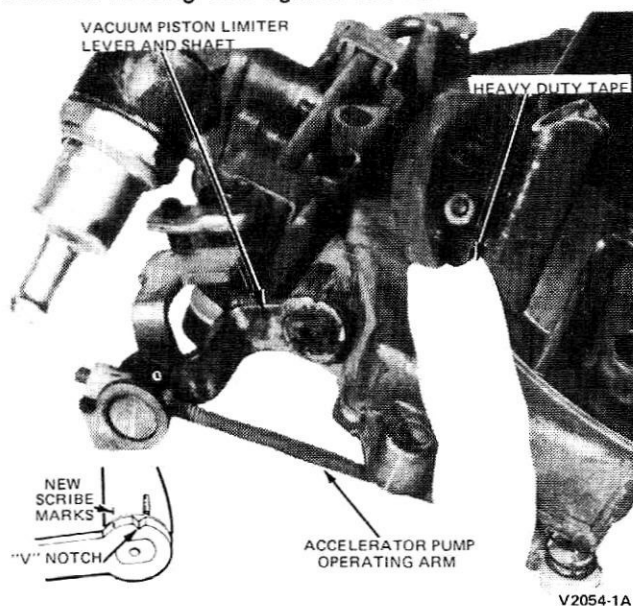
float(s) and inlet needle drop limiter. Make sure foot of needle drop limiter is behind tab of vacuum piston limiter lever.

### VACUUM PISTON AND METERING RODS ADJUSTMENT

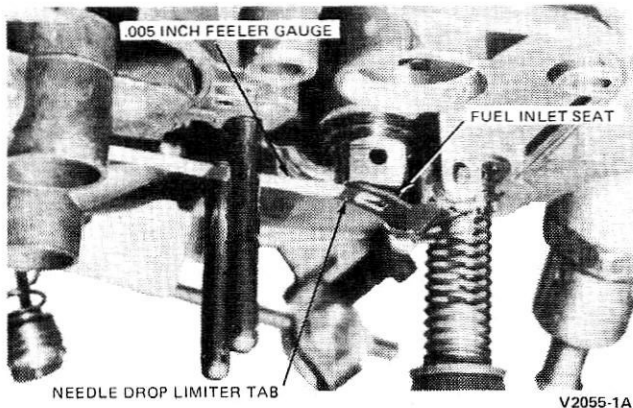
There are no "driveability" adjustments to be made to the main fuel metering system. The metering rod setting is unique to each carburetor and is set during manufacture with "flow box" test equipment to a critical air/fuel ratio at a given part throttle opening. This setting cannot be determined in service.

### HIGH ALTITUDE COMPENSATION SYSTEM

No adjustment of the high altitude system is permitted. To clean the poppet-type metering valve (See Maintenance Schedule for interval) remove the three screws that attach the aneroid bellows housing to the valve and remove the housing. Spray Ford Carburetor Choke Cleaner C9AZ-19A501-B or equivalent directly on the poppet valve and stem/guide area. Check to see that valve moves freely by depressing and releasing. Repeat if valve is sticking. Reinstall housing and tighten screws.



**FIG. 26 Aligning Disassembly Scribe Marks**



**FIG. 27 Checking Needle Drop Limiter Clearance**