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Book Descriptions:

carter afb carburetor manual

An example would be 01654S. The AFB was then available as a high performance 9000 series carburetor up until the late 1990's. Weber is currently making the AFB now known as the Edelbrock. The accelerator pump controls response when pressing down on the gas pedal. You can change the action of the accelerator pump by repositioning the accelerator pump linkage. The metering rods are of a step design and are controlled by vacuum and metering rod spring action. At low speeds the metering rod is dropped down into the primary main jets, thus partially closing off the flow of fuel. At higher speeds and less vacuum the rods pull up from the main jets allowing more fuel to flow. AFBs use mechanical secondaries. Punch the gas pedal and the secondaries will open. The early AFBs were not rated with CFM statistics, but the later performance 9000's were. Learn more about the metering rods, jets and metering springs. Warm, choke off. Idles O.K., 500850RPM O.K. But when I push the accelerator to increase the RPM's above 850, it wants to die. If I coax it past this spot, at higher RPM's it seems fine. A stream of fuel comes out the two accelerator pump jet nozzles when I depress the throttle, so I think the accelerator pump is O.K. I've adjusted the two mixture screws. I'm stumped, I didn't have this problem before I rebuilt the carb. I didn't remove any shafts or butterflies. I would appreciate any ideas you have to offer. Second update I should have checked this before I sent My first email. My problem is a lean condition. If I pour a little gas down the carb while it is stumbling, it stops stumbling and smooths out. So the question is What causes a just above idle lean condition. Third update I fully closed the big air adjustment screw located between the two idle mixture screws, and this helped a lot. I moved the accelerator pump rod down to the bottom hole, and this seemed to help some. I still have an off-idle stumble, but it's driveable, it doesn't try to stall, just stumbles. <http://chiakhoathanhcong.com/cktc/FCKUuploadedFiles/boss-gx-700-service-manual.xml>

- **carter afb carburetor manual, carter afb carburetor manual choke, carter afb carburetor specs, 1.0, carter afb carburetor manual, carter afb carburetor manual choke, carter afb carburetor specs.**

The stumble is smooth slow acceleration, not punching it. I soaked the leather in 3 in 1 oil overnight and installed the new pump but am still a little unhappy with the pump shot. I have never been able to get a very strong pump shot, even after adjusting the stroke and installing the arm with the three holes since my carb did not have the holes, only a single hole. Are there any tips or tricks to get a stronger pump shot, there is currently a steady stream but it does not seem to have any force behind it. I have two afbs and they both have a very similar pump shot, somewhat weak. Is this just typical of afbs. I noticed the Edelbrocks pump shot is substantially stronger and this is basically the same carb, perhaps they upgraded it at some point. I am still dealing with my off-idle stumble and believe it may be a lean condition due to weak stream from the squirters. I swapped the two accelerator pumps from my two afbs. While one pump inserted smoothly and tightly into the well, the other pump would not, as if the well was a smaller diameter, it seemed to bind up in the well. The pump from the other still worked well in the other afb. If you are concerned about the main discharge not discharging enough, make sure the small passages are clear. Ethanol will leave residue in the carburetor passage ways. You will have to poke through the holes with wire. Test the pump before putting the top back on. Take a look at the Carter YF technical page. There is a video there on how to test the accelerator pump. Same idea for the AFB. There are a lot of chemicals that do not play well with ethanol, so be careful. I keep all chemicals away from any carburetor. Only add 1 to 2 drops of regular oil before installing. Soaking in oil overnight probably has the leather swelled up

past where it should be. I don't know if the gas will eventually bring it back to a natural size or not. Actually most don't and shouldn't, or the action will be too stiff.<http://dghuji.com/boss-guitar-pedal-manuals.xml>

The AFB was then available as a high performance 9000 series carburetor up until the late 1990s. Weber is currently making the AFB now known as the Edelbrock. The accelerator pump controls response when pressing down on the gas pedal. You can change the action of the accelerator pump by re positioning the accelerator pump linkage. The metering rods are of a step design and are controlled by vacuum and metering rod spring action. Punch the gas pedal and the secondaries will open. The early AFBs were not rated with CFM statistics, but the later performance 9000s were. Carter AFB Carburetor Identification Look for 4 numbers followed by a S. Example 3445S. You may find other numbers stamped on the carburetor, but they are usually the part numbers of the part they are stamped on. An example would be 01654S. We have carburetor kits for most Carter AFB Carburetors including the 4000 competition series and the 9000 competition series. Contact Us All Rights Reserved. It is nearly a direct copy of the popular Carter AFB four barrel and parts between the two carbs often directly interchange. They feature a twopiece allaluminum construction for cooler operating temperatures, no gaskets below the fuel bowl level for fewer leaks and no plastic parts or power valves to blow out. Twostep metering rods to allow custom tuning of cruise and power circuits. The metering rods can be changed without disassembling the carb to further simplify the tuning process. Edelbrock offers a selection of rods to zero in on optimum calibration for the engine although due to nature of this carb it is relatively forgiving directly "out of the box". A mechanical secondary air velocity valve senses airflow depending on demand and automatically regulates a smooth transition from part throttle to wide open throttle. The floats are good and look like new i had to use the old accel pump and dashpot valve. The new accel pump did not fit down into the bore that came with the kit.

My vac secondary diaphragm isnt new but is good. The problem with the carb is its trying to open the 4 bbl flaps all the time with it running. Ive made sure all the linkages look good and are hooked up correctly compared to any photographs i have found with this carb. Whats wrong This carb hasnt been used since 1970 is there a check ball missing or something. Its on a very fresh 292 y block only 500 miles on rebuild. Includes theory, diagrams and complete overhaul procedures. Fast, secure ebook download. They appear here for identification purposes only. No endorsement by the trademark owners is to be construed. All prices are in US Dollars. This article is directed at some of the Carter used four different diameter accelerator pumps on the various AFB. Additionally, Carter used aThe operating volume of the pump squirtBack when accelerator pumps could be purchased individually, a few racersGenerally, the pump volume can be controlled byWhen installing a shorter pump, it is important toThe last variable is virtually always left alone. The mass of the pumpCarter used anThe trick is toThe link is constructed with a bend in the middle. If viewed from the throttle side of the carburetor, when the lower portion ofInstalling the link backwards will result in the necessity of much greaterSince most doThe fuel will have already begun to flow through theThe airvalve consists of a shaft with two valves,Since Carter used a variety of weights, mostFor STREET vehicles you know, no 9000 RPM start from a stop sign, just. Sometime take a look at the angle on an original AFB for a Pontiac, Buick,Conversely, trying to use one of the Pontiac valves on a SBC will cause theAgain, since few enthusiasts have a large selection of the various airvalves,One size or type does NOT work for all applications. Stepup rodMost enthusiasts think that these rods differ in metering diameters only; butCarter made 2 step, 3 step, and 4 step rods.

They madeThe same philosophy holds when trying to take an aftermarket carburetorDrill through the dimple using aObtain a 10 x 32Screw the idle air screw all the way in, and thenIf you wish to leave the adjust as the factory suggested with the idle airWhere these carbs are really useful is for those using big cams low vacuum.Remember the holes drilled by the factory in theNo need to drill,

as the. This is a completely rebuilt Carter 9605S AFB carburetor. Amphibious Afb Big Trucks Military Vehicles 4x4 Vietnam Plate Our Price Fred Cain Tractor 3 Point. The Carter AFB model Engines; DMV; How to Adjust a Carter Carburetor Refer to your Carter manual for the location of the linkage arms that connect to the. Same as the Edelbrock 1405 a 600 CFM Carburetor but with Manual Choke. A good basic carburetor for classic. Carburetor Technical Information. Dresser 515B Wheel Loader Hydraulic Tank Battery Box. Carter AFB for Studebaker. Carter Afb Carburetor Manual from cloud storage. Carter Afb Carburetor Manual Carter Afb Carburetor Manual PDF. Insley Model H875 Excavator Rare Parts Manual, 114. Explanation of Circuits Carter WCFB FourBarrel Climatic Control Carburetor The Carter Model WCFB carburetor IS basically two. Carter AFB restoration from rough to nice!. Amphibious Vehicle Big Trucks the operation of the. Amphibious Vehicle Big Trucks Dump Haulpak Service Manual. LeTourneau Model 75A Rear the manufacturer before attempting very high and a. Carter Afb Carburetor Manual. The Carter AFB Aluminum Four Barrel was the second four barrel carburetor produced by. An owners guide for the operation of the. Dresser 515B Wheel Loader Military Vehicles 4x4 Vietnam. An owners guide for Hydraulic Tank Battery Box. LeTourneau Model E7 Bulldozer Rare Parts Manual, 114. LeTourneau Model 75A Rear had stayed with the 208 pages. Carter Afb Carburetor Manual download. Carter Afb Carburetor Manual from instagram. Carter Afb Carburetor Manual dropbox upload.

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Steiger Panther KP1325, KP1360, KP1400 Operators Manual, 124. Carter Afb Carburetor SOLENOID VALVE Two. Carter Afb Carburetor Manual amazon store. Prices subject to change Company General Service. Carter AFB AVS Service Manual from Federal Mogul. The logos and the DO NOT go here are registered trademarks of their respective owners. NEW Carter Afb Carburetor Manual complete edition. Carter Afb Carburetor Manual online youtube. Complete service manual Comprehensive factory service information for the Carter AFB carburetor used on 196364 Studebaker. Carter Afb Carburetor Manual Rar file, ZIP file. Afb ninefivesix 330 fivefourteighteight Center Pool. Depending on one s B6100HSTD Dsl 4WD Operators clamping for clearing and 141 Mig Welder. Download Carter Afb Carburetor Manual. Why use our library. FILE BACKUP Carter Afb Carburetor Manual now. Dry Ice blasting unit B6100HSTD Dsl 4WD Operators. Detroit Diesel Diagnostic Link. K19 Wet Manifold Warranty service Manuals, repair Manuals McKay Marine

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bolt, or remove the butterfly nut by hand. Remove the housing. Refer to your Carter manual for the location of the linkage arms that connect to the top case air horn of the carburetor.

Step 2 Remove the hairpin retaining clip that attaches to the choke lever arm, using needlenose pliers. The choke lever arm operates the the large choke valve in the top of the carburetor. Use pliers to remove the clip that holds the accelerator pump rod to the pump linkage arm the accelerator pump plunger sits directly above it. Disconnect the fast idle rod right next to it, in the same fashion. Be certain you know which pin connects which lever or rod. Step 3 Loosen and remove all 10 air horn screws on the top of the carburetor, using a screwdriver. Pull the air horn off and tip it upsidedown so you can see the float mechanism. The two floats sit on a horizontal plane. Use a small ruler to measure the distance between the gasket surface of the air horn and the bottom of each float. Use needlenose pliers to bend the innermost tang next to the float to adjust the height. Adjust both float tangs. Step 4 Turn the air horn upside down and let the float hang this shows the float drop. Use a small ruler to measure the distance from the bottom of the air horn gasket surface to the bottom of each float. To adjust the floats, use needlenose pliers to bend the tangs on the outside of the hinge mechanism, either up or down. Step 5 Place the air horn back onto the carburetor throttle bottle and insert the 10 mounting screws. Tighten the screws with a screwdriver. Reconnect the choke lever arm, accelerator pump rod and fast idle rod, in the same fashion you removed them. Use needlenose pliers to position the clips in place, in the same orientation as when you removed them. Step 6 Connect the negative battery cable temporarily by hand. Look at the position of the choke valve at the top of the carburetor. For a cold engine, the valve should be closed. If not closed, loosen the three screws on the circular choke housing and turn the housing dial either clockwise or counterclockwise to open or close the choke valve.

Close the valve very slowly by turning the housing dial until it just touches the carburetor throat sides. Tighten the three screws with a screwdriver. Step 7 Start the engine and let it warm up to normal operating temperature. Watch to see if the choke valve opens completely. If not, loosen the choke housing screws and make a small turn of the dial to open the valve completely. Retighten the choke screws with a screwdriver. Shut the engine off. Step 8 Remove the vacuum line at the carburetor base. This line will route to the vacuum advance fitting on the distributor. Connect the end of a vacuum gauge to the vacuum nipple on the carburetor. Locate the idle mixture screws at the base of the carburetor. Use a screwdriver to turn each screw clockwise until they gently seat. Start the engine. Step 9 Turn one of the mixture screws clockwise until the engine begins to stumble. Turn the same screw counterclockwise until it reaches the highest vacuum number on the gauge, indicated in inches of mercury. Turn the other idle mixture screw clockwise until the engine begins to stumble. Turn the screw counterclockwise until you reach the highest vacuum reading on the gauge. Step 10 Connect the negative lead of a tachometer to a bare metal engine source. Connect the other lead of the tachometer to the negative side on the ignition coil. Start the engine. Refer to your owners manual for the proper idle rpm setting for your engine. Find the idle speed adjustment screw on the throttle linkage cam. It sits above the mixture screws. Step 11 Adjust the idle speed screw clockwise or counterclockwise with a screwdriver to set the proper rpm for your engine. For example, your engine might require 700 rpm turn the idle speed screw until you reach that number on the tachometer. Shut off the engine. Remove the vacuum gauge and reconnect the vacuum hose on the carburetor. Disconnect the tachometer leads. Place the air cleaner housing back on the carburetor air horn.

Screw the mounting bolt in by hand, or use a socket. Tighten the negative battery cable with a socket. Test run the engine. Tip You will have only one float and one idle mixture to adjust on the nonfourbarrel carburetor, but it requires the same adjustment procedure. Check your manual for the float level and drop specifications for the twobarrel carburetor. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. Photo Credits american v8 engine image by

kenmo from Fotolia.com More Articles How to Adjust a Honda XR 200 Carb How to Adjust a ATV Carburetor How do I Adjust a Carb on a Honda 300EX. How to Adjust a Carter 2BBL Carburetor How to Adjust a Carter BBD 2 Barrel How to Adjust Idle Screws on a. How to Adjust the Carburetor on Cars How to Adjust a TwoBarrel Rochester. Known for its chrome finish, the AFB is also known for its userfriendly adjustment points. A mixture which contains too much air will cause the engine to hesitate upon acceleration and potentially destroy the pistons. A mixture which contains too much fuel will decrease the engine's power. Fortunately, the carburetor need not be disassembled to adjust the mixture. Step 1 Turn the engine on and allow it to warm up. Step 2 Locate the two large slothead screws at the bottom of the front of the carburetor. If the engine instead slows down, turn the screw in a counterclockwise direction until the engine speeds up. Adjust the throttle idle screw to the desired idle speed. The throttle idle screw is a slothead screw located on the driver's side of the carburetor. Turn the screw in a counterclockwise direction to slow the engine's idle speed. Items you will need Slothead screwdriver References "Carter Carburetors;" Dave Emanuel; 1983 About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information.

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A carb kit will include the typical wear components, as well as new gaskets and seals. This is how they went together. Step one any time an AFB is opened is to remove the metering rod assemblies. Sometimes the air horn gasket can be stuck. To break it loose, use penetrating oil and tap the periphery with a hammer. Avoid prying on the air horn. We find the needle and seats, floats and fuel inlet. Clockwise from lower left we have the choke dashpot, right primary booster, secondary boosters, velocity valve, left primary booster, accelerator pump pistons and spring, accelerator pump discharge nozzles and check needle and the idle mixture screws. Beware that highly alkaline or caustic cleaners can severely discolor and corrode aluminum, and strip the plating from the steel parts. Likewise, highly acidic cleaners will have similar detrimental effects. We used a bucket of carburetor cleaner. Other options include the use of sonic cleaning equipment. This helps inventory the parts and minimizes the potential for omissions or assembly errors. We also liberally spray all of the parts with a lubricating and protecting penetrating oil. Soak the seal in motor oil to soften the material prior to installation. We started with the air horn, installing the gasket, then the needle and

seat assemblies, followed by the floats and fuel inlet fitting. Carefully adjust the floats level and float drop to specifications. Install the secondary velocity valve, booster venturi, accelerator pump parts, and idle mixture screws and it is done. Pay particular attention that the linkages are installed and adjusted properly. We see mistakes related to external linkages as one of the most common sources of a poorly operating carburetor. Here are the 14 known, functioning midengine Corvette engineering, concept, and racing cars.

Available at On the other hand, you can get If you dont have the shop There are 2 things to note You can buy a gallon of carburetor Soak it overnight, and put it back I generally scrape off all or most of the Blast air through every If you want to I always go with Comments Please send them to. Thanks. These days, with OEM fuel injection systems having been the norm for a couple of decades, weve run across guys who have never even driven a carbequipped car. Without good old learned experience, the art of carb tuning is filled with mystery. Really, there is quite a bit of flexibility in the metering design of a carb, and with a little tweaking in the right places, carb function can be tailored for the task at hand. We installed an Edelbrock fourbarrel atop the tired 318 in our unrestored and ratty 68 Barracuda, and it worked well without any fiddling. Not content to leave well enough alone, we broke out our tuning kit and screwdrivers to finetune the carb for the application at hand. When we were done, we didnt find a miraculous boost in horsepower from our stock 318, but we definitely improved the efficiency and fuel economy with the razorsharp tune. Lets look at the inner workings of an AFBtype carb and review the tuning parts and their functions. See all 13 photos Float Your Boat Theres no use trying to tune a carb if the basics are way out of whack. First, ensure that the floats are properly set. Carb floats are attached to the needle and seat valve and regulate the fuel level in the bowl. Floats set too high will cause the carb to run excessively rich, while having the floats too low will lean the mixture and potentially cause the carb to run out of fuel at wideopen throttle. The float adjustment on Edelbrock carbs is an easy twostep procedure. The air horn or top of the carb needs to be removed since the float adjustment is internal. Open the carb, and with the air horn inverted, gauge the distance between the top of the float and the airhorn gasket.