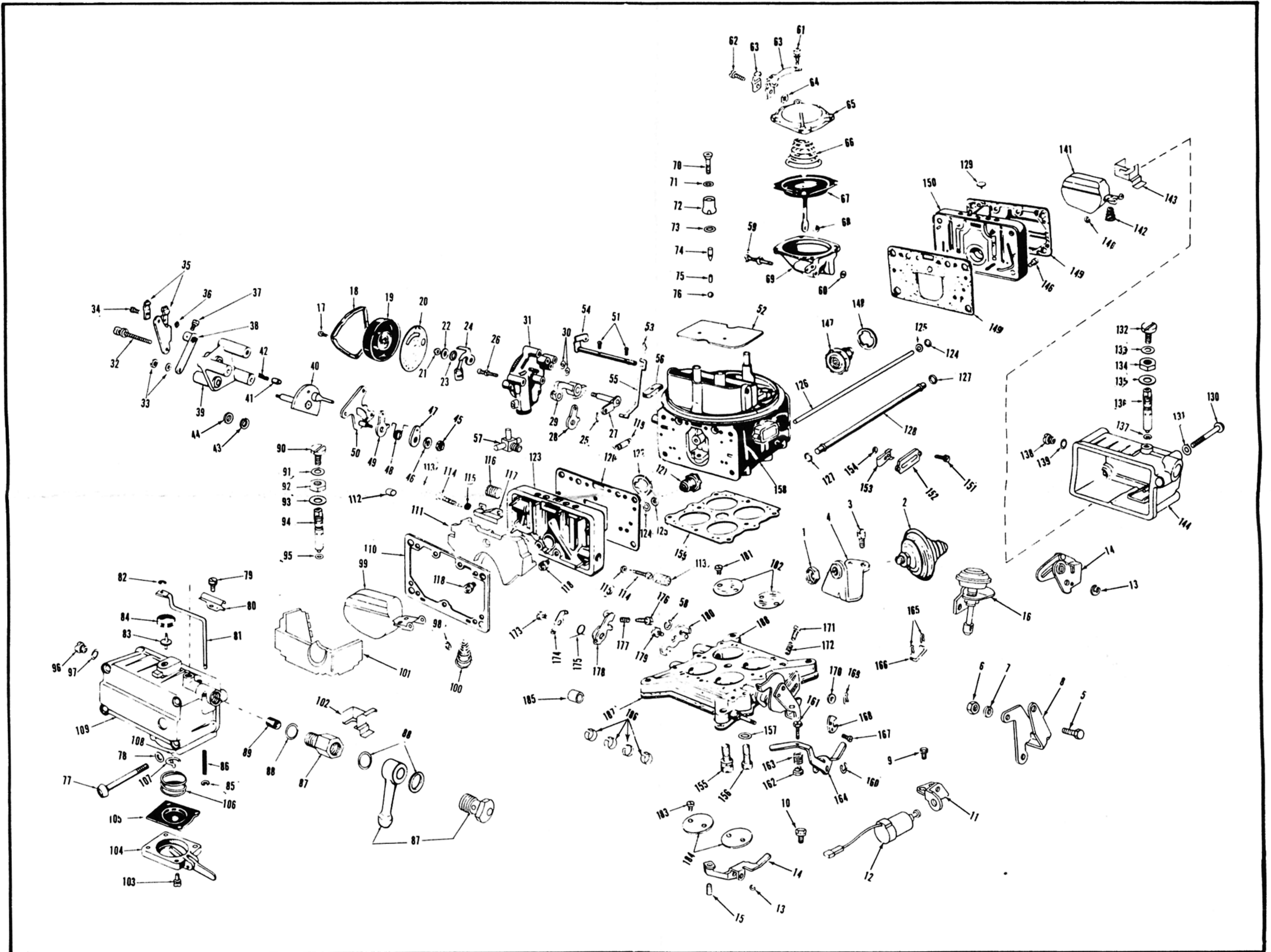


instruction sheet **Holley Carburetor Model 4150/4150C**

TYPICAL VIEW

The exploded view shown is typical of the model carburetor this kit will service, the view may differ slightly from the actual carburetor being renewed.

This kit may contain more parts than are actually required to service a given carburetor. When similar gaskets or parts are included in the kit, compare with original parts.



NOMENCLATURE

REF. NO.	REF. NO.	REF. NO.	REF. NO.
1. Dashpot nut	17. Therm. housing clamp screw	31. Choke housing assembly	41. Fast idle cam plunger
2. Dashpot assembly	18. Therm. housing clamp	32. Fast idle cam plate screw	42. Fast idle cam plunger spring
3. Dashpot bracket screw	19. Thermostat housing assy.	33. Choke control lever nut & lockwasher	43. Choke oper. lever spring washer
4. Dashpot bracket	20. Thermostat housing gasket	34. Wire bracket clamp screw	44. Choke oper. lever washer
5. Throttle lever extension screw	21. Choke therm. shaft nut	35. Choke control wire bracket clamp	45. Back up plate stud nut
6. Throttle lever extension nut	22. Shaft nut lockwasher	36. Wire bracket clamp screw nut	46. Stud nut lockwasher
7. Lockwasher extension nut	23. Therm. lever spacer	37. Choke lever assembly swivel screw	47. Choke spring washer
8. Throttle lever extension	24. Therm. lever, link & piston assembly	38. Choke lever & swivel assembly	48. Choke spring
9. Solenoid bracket screw	25. Choke rod retainer	39. Fast idle cam plate	49. Choke rod & lever bushing assembly
10. Solenoid bracket screw	26. Choke housing screw	40. Fast idle cam & shaft assembly	50. Back up plate & stud assy.
11. Solenoid bracket	27. Choke housing lever & shaft assembly		51. Choke plate screw
12. Solenoid assembly	28. Choke therm. lever		52. Choke plate
13. Cam follower retainer	29. Fast idle cam assembly		53. Choke rod retainer
14. Cam follower lever	30. Choke housing gasket		54. Choke lever & shaft assy.
15. Pump oper. lever screw sleeve			55. Choke rod
16. Modulator assembly			

NOMENCLATURE Continued

REF. NO.	REF. NO.
56. Choke rod seal	126. Balance tube
57. Four-way hose connector	127. Fuel line tube O-ring seal
58. Sec. diaph. link retainer	128. Fuel line tube
59. Sec. diaph. housing screw	129. Sec. bowl vent valve
60. Sec. diaph. housing gasket	130. Sec. fuel bowl screw
61. Sec. diaph. cover screw	131. Sec. fuel bowl screw gasket
62. Wire bracket & clamp screw	132. Sec. fuel valve seat lock screw
63. Wire bracket clamp	133. Fuel valve seat lock screw gasket
64. Clamp screw nut	134. Sec. fuel valve seat adj. nut
65. Sec. diaph. cover	135. Fuel valve seat adj. nut gasket
66. Sec. diaph. spring	136. Sec. fuel inlet valve & seat assembly
67. Sec. diaph. & link assy.	137. Fuel valve seat O-ring seal
68. Sec. diaph. housing check ball	138. Sec. fuel level check plug
69. Sec. diaphragm housing	139. Fuel level check plug gasket
70. Pump disch. nozzle screw	140. Float retainer
71. Pump disch. nozzle screw gasket	141. Sec. float assembly
72. Pump disch. nozzle	142. Sec. float spring
73. Pump disch. nozzle gasket	143. Sec. baffle plate
74. Pump disch. needle valve	144. Sec. fuel bowl assembly
75. Pump check ball weight	145. Sec. fuel bowl gasket
76. Pump discharge nozzle check ball	146. Sec. metering jet
77. Primary fuel bowl screw	147. Sec. power valve assy.
78. Primary fuel bowl screw gasket	148. Sec. power valve gasket
79. Air vent clamp screw	149. Sec. metering body gasket
80. Air vent rod clamp	150. Sec. metering body assy.
81. Air vent rod	151. H.I.C. cover screw
82. Air vent valve retainer	152. H.I.C. cover
83. Air vent valve	153. Hot idle compensator assy.
84. Air vent cap	154. H.I.C. seal
85. Air vent rod spring retainer	155. Throttle body screw & lockwasher
86. Air vent rod spring	156. Throttle body screw
87. Fuel inlet fitting	157. Throttle body screw gasket
88. Fuel inlet fitting gasket	158. Main body assembly
89. Fuel inlet filter	159. Throttle body gasket
90. Pri. fuel valve seat lock screw	160. Pump oper. lever retainer
91. Fuel valve seat lock screw gasket	161. Pump lever adj. screw
92. Fuel valve seat adj. nut	162. Pump lever adj. screw fitting
93. Fuel valve adj. nut gasket	163. Pump lever adj. screw spring
94. Pri. fuel inlet & valve seat assembly	164. Pump lever
95. Fuel valve seat O-ring seal	165. Throttle connector rod cotter pin
96. Fuel level check plug	166. Throttle connector rod
97. Fuel level check plug gasket	167. Pump cam lock screw
98. Float retainer	168. Pump cam
99. Primary float assembly	169. Throttle connector pin retainer
100. Primary float spring	170. Throttle connector pin washer
101. Primary fuel bowl filler	171. Throttle stop screw
102. Primary baffle plate	172. Throttle stop screw spring
103. Pump diaph. cover screw & lockwasher	173. Fast idle cam lever screw & lockwasher
104. Primary pump diaph. cover assembly	174. Fast idle cam pick up lever
105. Primary pump diaph. assy.	175. Fast idle cam lever spring
106. Pri. diaph. return spring	176. Fast idle cam lever adj. screw
107. Pri. check ball retainer	177. Fast idle cam lever adj. screw spring
108. Pri. check ball or check valve	178. Fast idle cam lever
109. Pri. fuel bowl assembly	179. Secondary diaph. lever assembly screw
110. Pri. fuel bowl gasket	180. Sec. diaph. lever assy.
111. Pri. metering body filler	181. Sec. throttle plate screw
112. Vacuum tube plug	182. Sec. throttle plate
113. Idle limiter cap	183. Pri. throttle plate screw
114. Idle adj. needle	184. Pri. throttle plate
115. Idle adj. needle seal	185. Pri. throttle shaft bearing (solid)
116. Spark hole plug	186. Throttle shaft bearing (ribbon) pri. & sec.
117. Metering body vent baffle	187. Flange gasket
118. Primary metering jet	188. Throttle body assembly
119. Tube & O-ring assembly	
120. Pri. metering body gasket	
121. Pri. power valve assy.	
122. Pri. power valve gasket	
123. Pri. metering body assy.	
124. Balance tube washer	
125. Balance tube O-ring seal	

DISASSEMBLY

Rest the carburetor on a repair stand to avoid damage to the throttle plates during renew procedures. Use exploded view as a guide, and follow the numerical sequence in general to disassemble unit far enough to permit cleaning and inspection. Do not remove throttle plates or shaft. Idle limiter: turn the idle limiter cap to its leanest (clockwise) position and remove cap. Observe and record the initial position of the needle slot. Turn the idle needles clockwise until lightly seated, recording the number of turns required to seat the needles. This procedure is necessary to reinstall the idle needles after renewing.

Use care not to damage idle adjusting needles when removing idle limiter caps.

CLEANING

Cleaning must be done with carburetor disassembled. Soak parts long enough to soften and remove all foreign material. Use a carburetor solvent, lacquer thinner or denatured alcohol. Make certain the throttle body is free of all hard carbon deposits. Wash off in suitable solvent. Blow out all passages in castings with compressed air and check carefully to insure thorough cleaning of obscure areas.

CAUTION: Do not soak parts containing rubber or plastic material. Serious damage could result.

Fuel bowls, should only be exposed to carburetor cleaner long enough to permit removal of gum and varnish deposits with a brush. (**NOTE:** Some fuel bowls have internal "O" ring seals which are not removable, but can be damaged by prolonged exposure to some carburetor cleaning solvents.)

REASSEMBLY

Reassemble in reverse order of disassembly. Note special instructions and follow outline in making adjustments.

Manually operate the throttle lever and choke mechanism, checking for binding or malfunction. Any binding or interference could cause throttle to stick during operation and result in loss of carburetor throttle control (or uncontrolled engine speed).

Check carburetor to be sure there are no leaks, flooding, which might cause a fire.

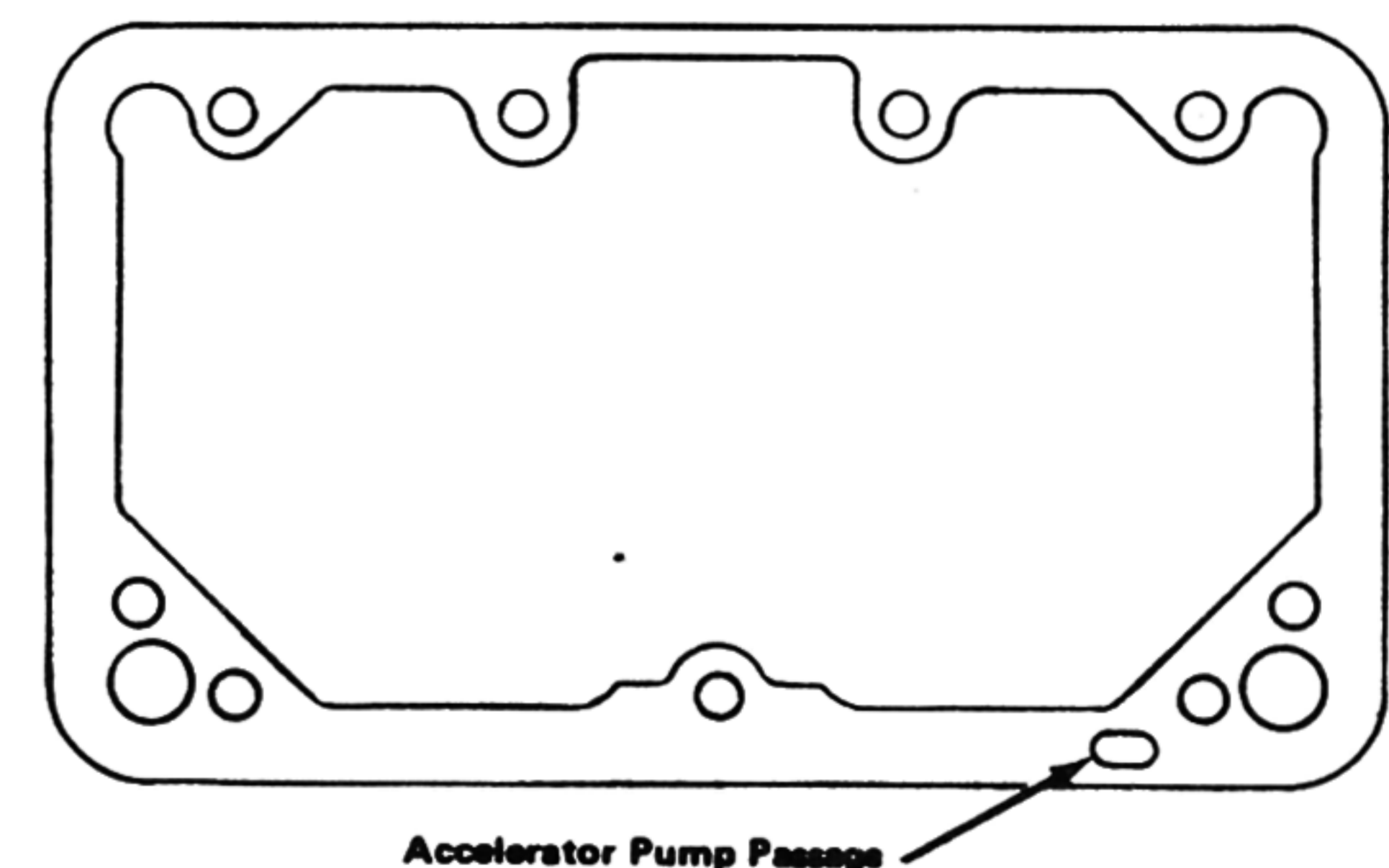
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES — Tapered portion of needle must be straight and smooth. If grooved or ridged, a new needle should be installed.

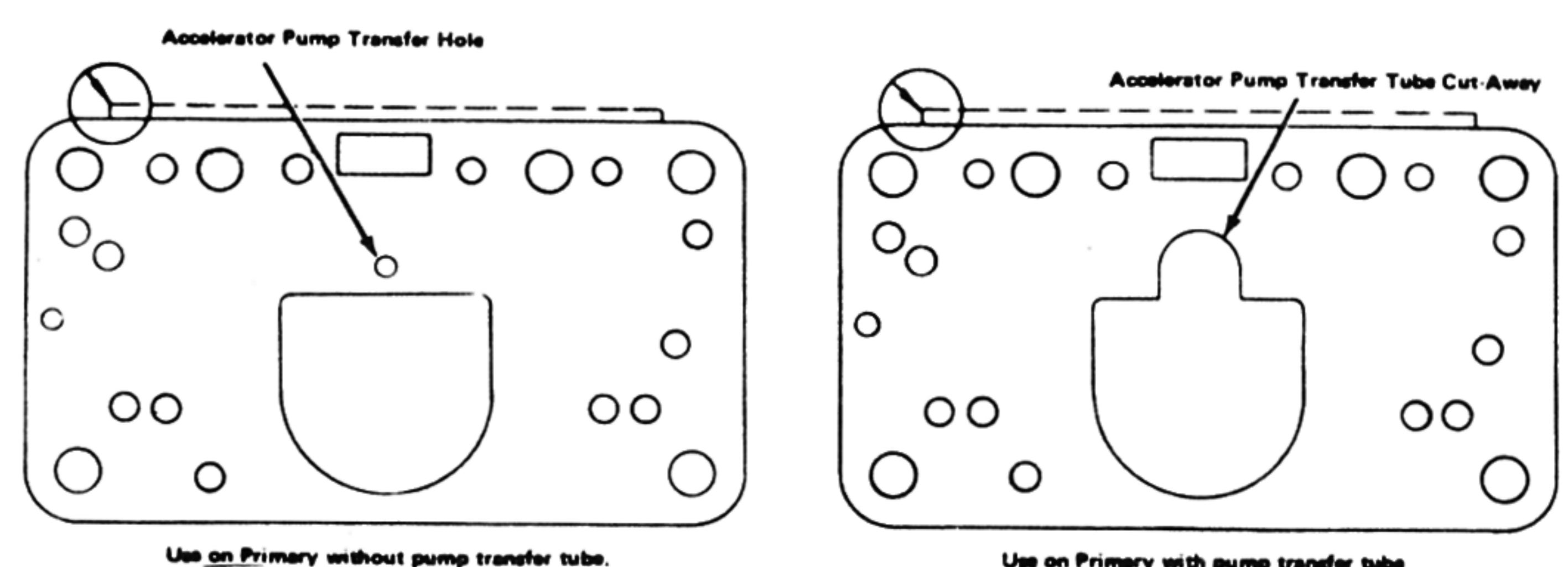
PUMP INLET CHECK VALVE — Lubricate tip of new valve and insert in center hole in pump cavity. Pull thru from fuel bowl side until seated.

CHOKE PLATE SCREW — Choke plate screws are staked to prevent loosening. To avoid breaking or stripping the threads in the choke shaft, lightly file off the staking. Choke plates screws should be re-staked after tightening to prevent loosening.

THROTTLE BODY — Do not remove throttle shaft or plates. If throttle plates are nicked or damaged, it will be necessary to replace the throttle body.

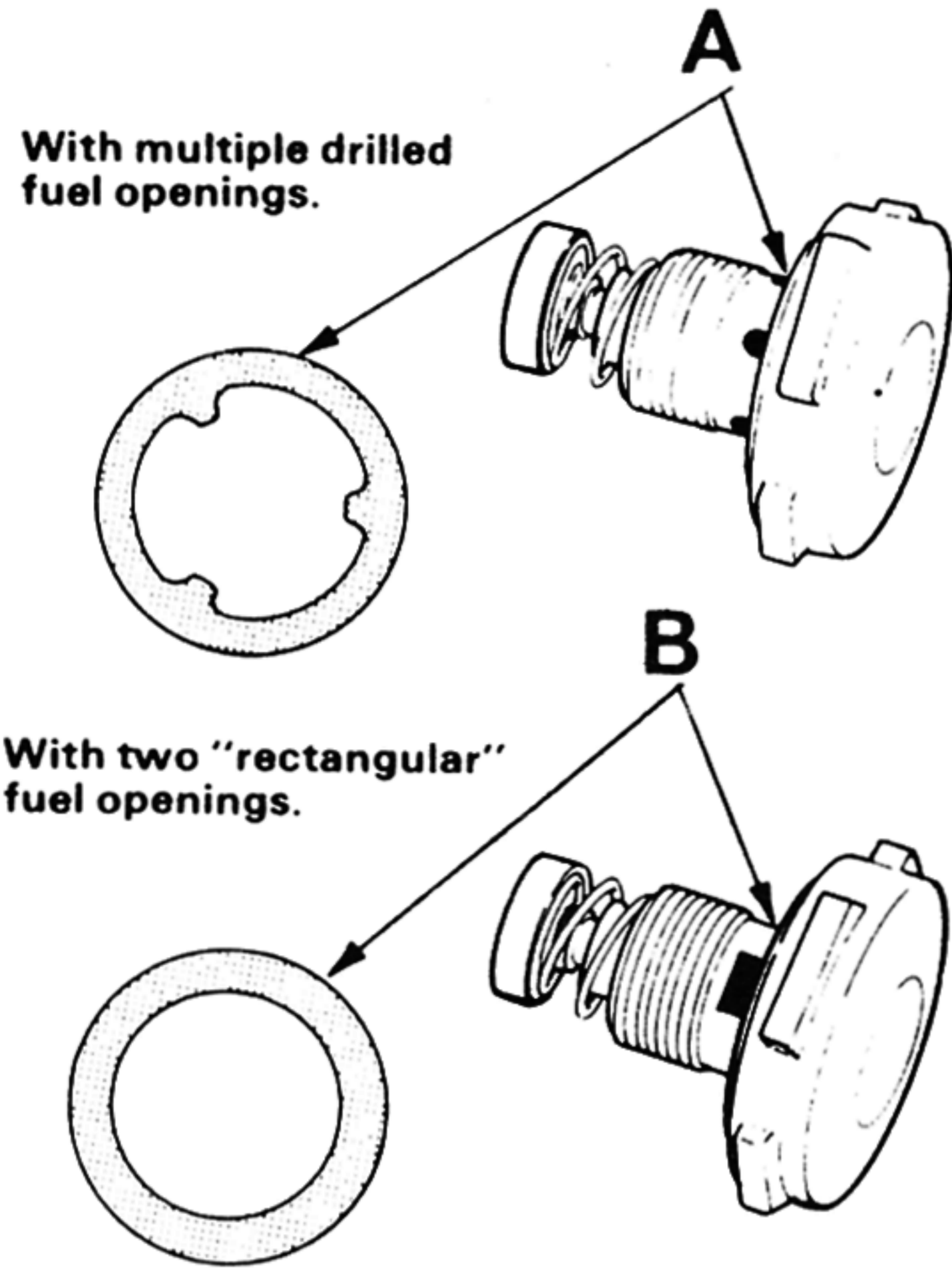


The primary fuel bowl gasket must be installed with the accelerator pump passage on the right side of the main jets. Fuel bowl screws must be torqued to 40 inch pounds.



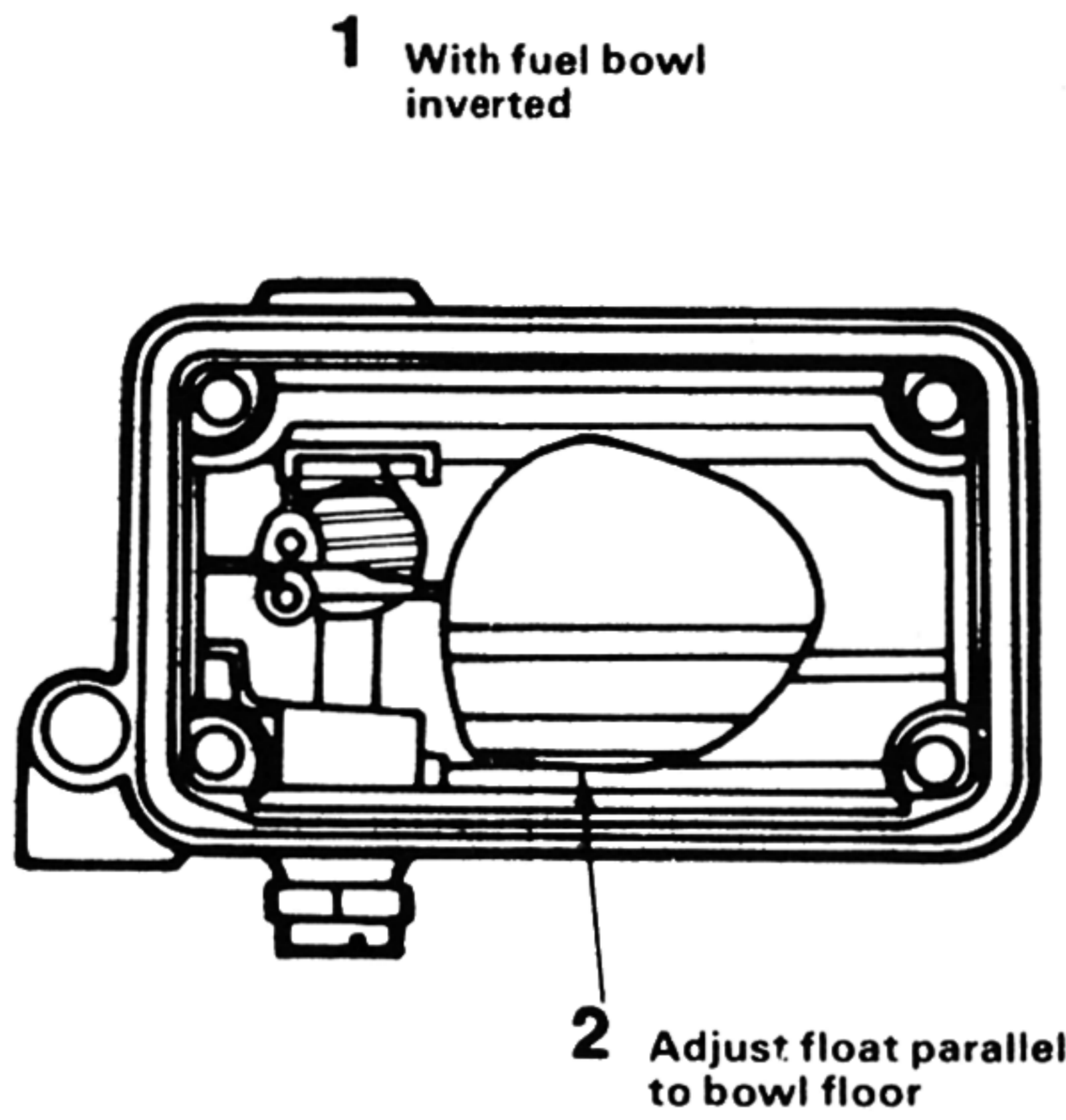
Metering Body Gaskets

CARBURETOR ADJUSTMENTS

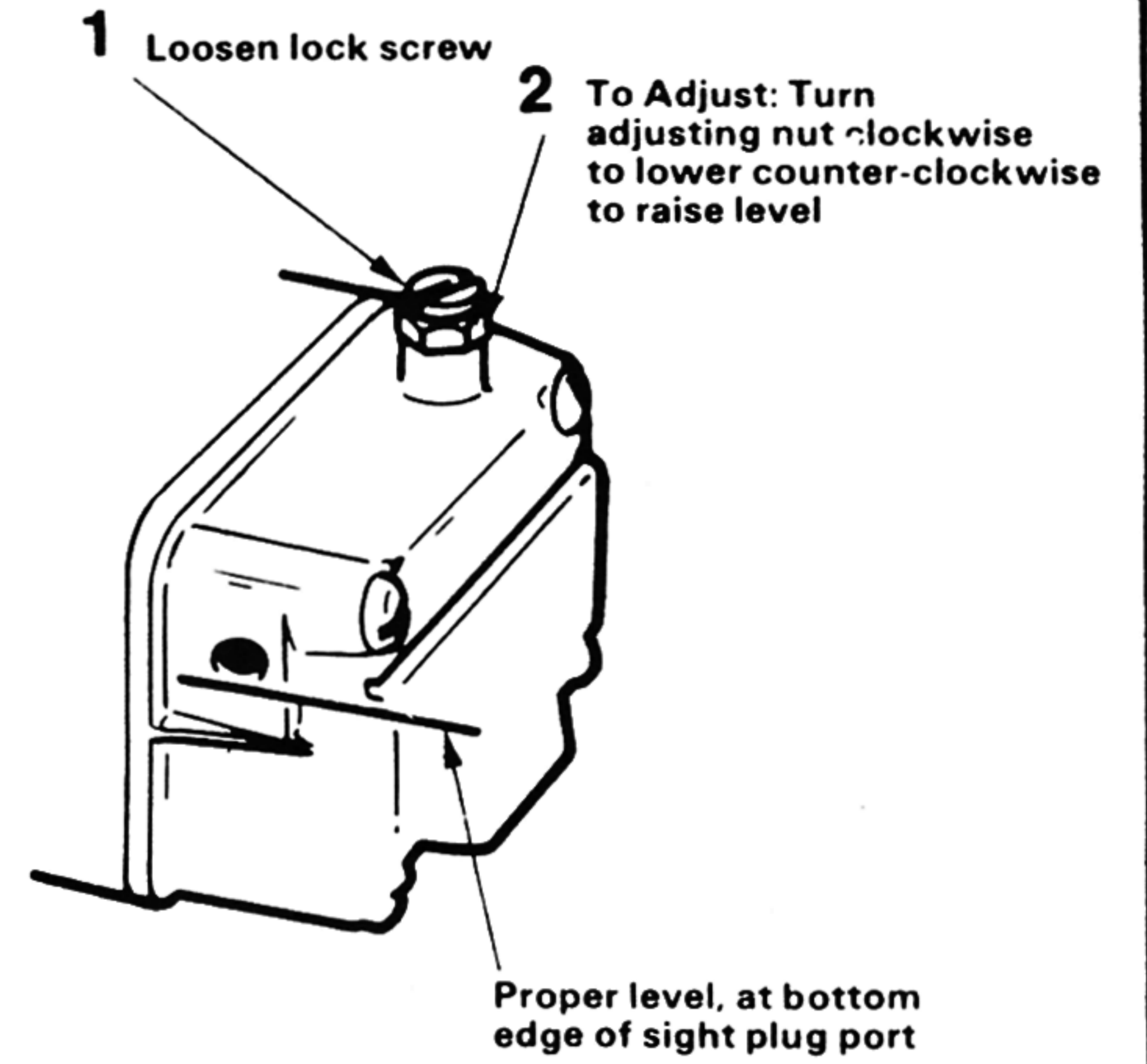


NOTE: Proper power valve gasket must be used as shown, use of improper gasket will result in fuel leakage around power valve.
 Power valve (A): Torque to 40-50 inch pounds
 Power valve (B): Torque to 100 inch pounds

FIG. 1 - POWER VALVE INSTALLATION

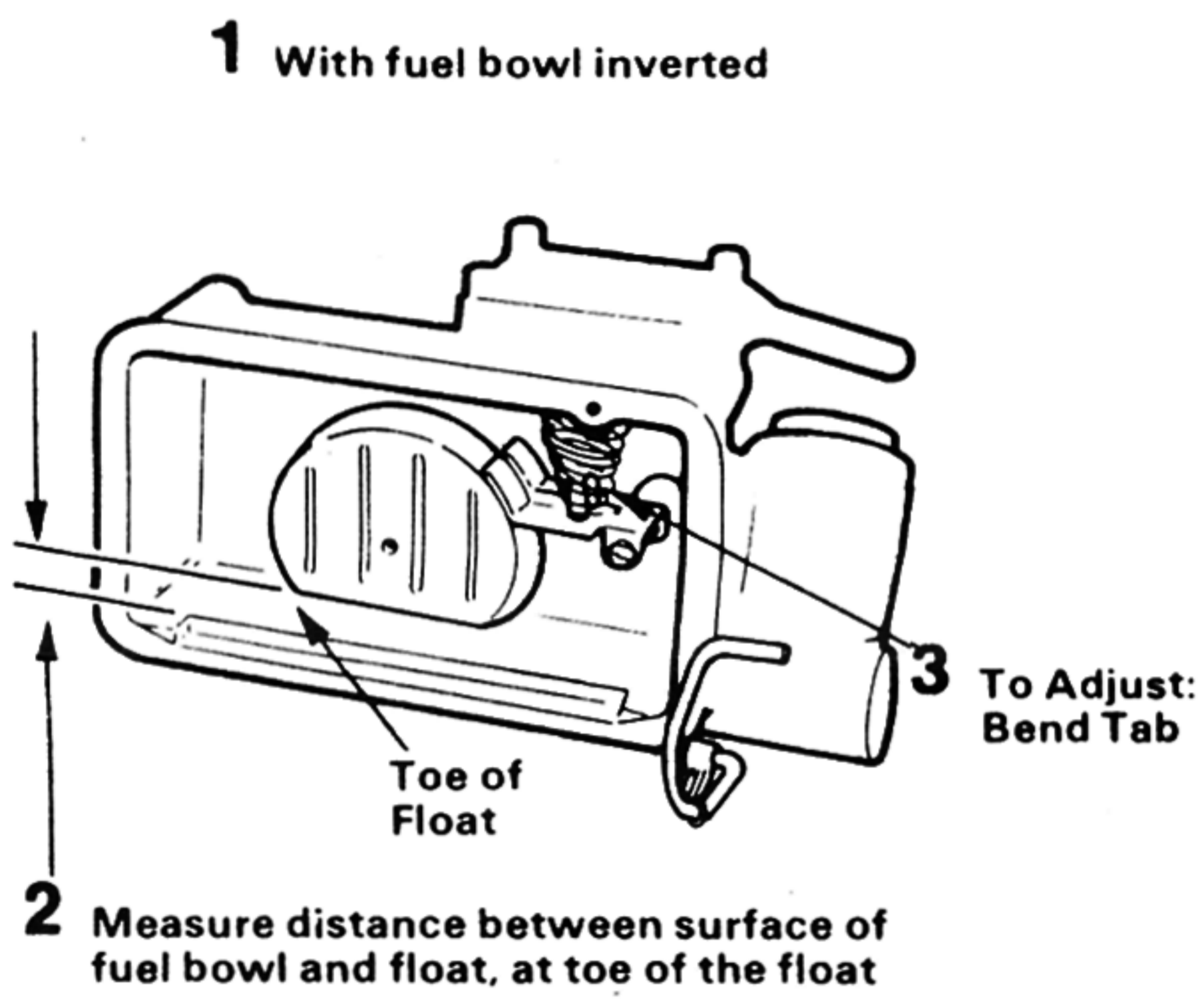


External Adjustable Type
 FIG. 2 - DRY FLOAT SETTING



With car on level surface and engine running

FIG. 3 - WET LEVEL ADJUSTMENT



Non-Adjustable Type
 FIG. 4 - DRY FLOAT SETTING

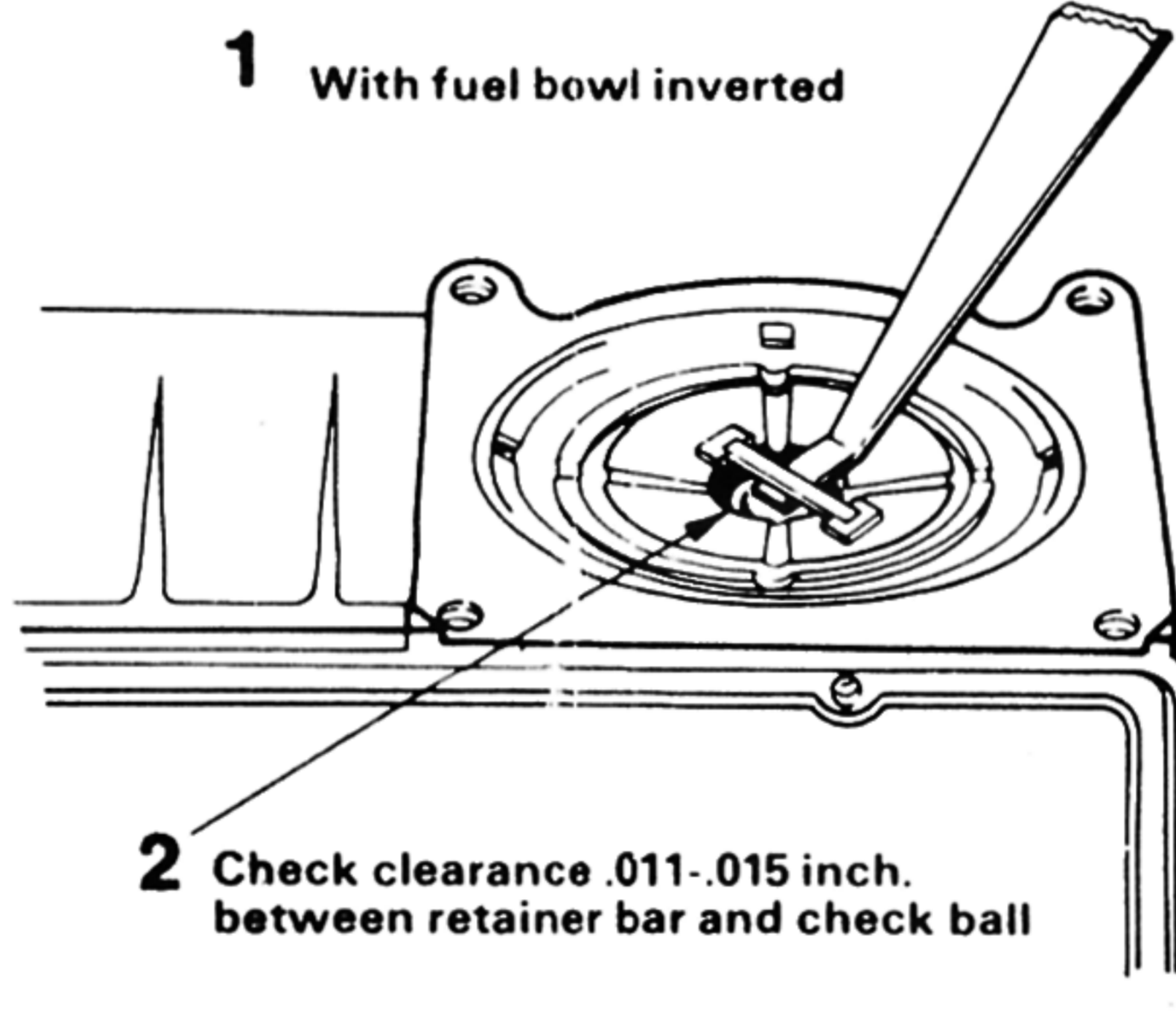


FIG. 5 - PUMP INTAKE CHECK BALL ADJUSTMENT

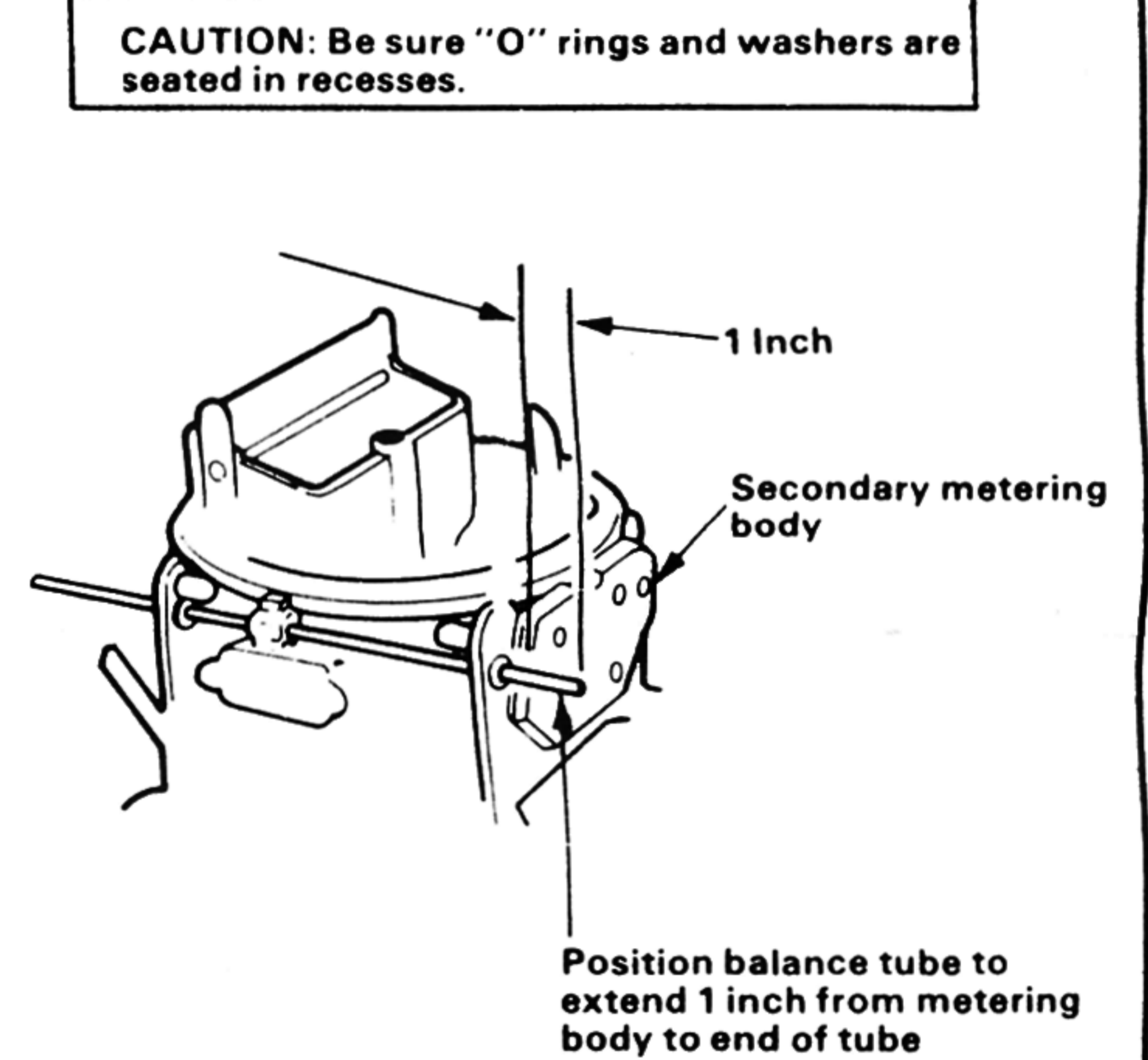


FIG. 6 - BALANCE TUBE ADJUSTMENT

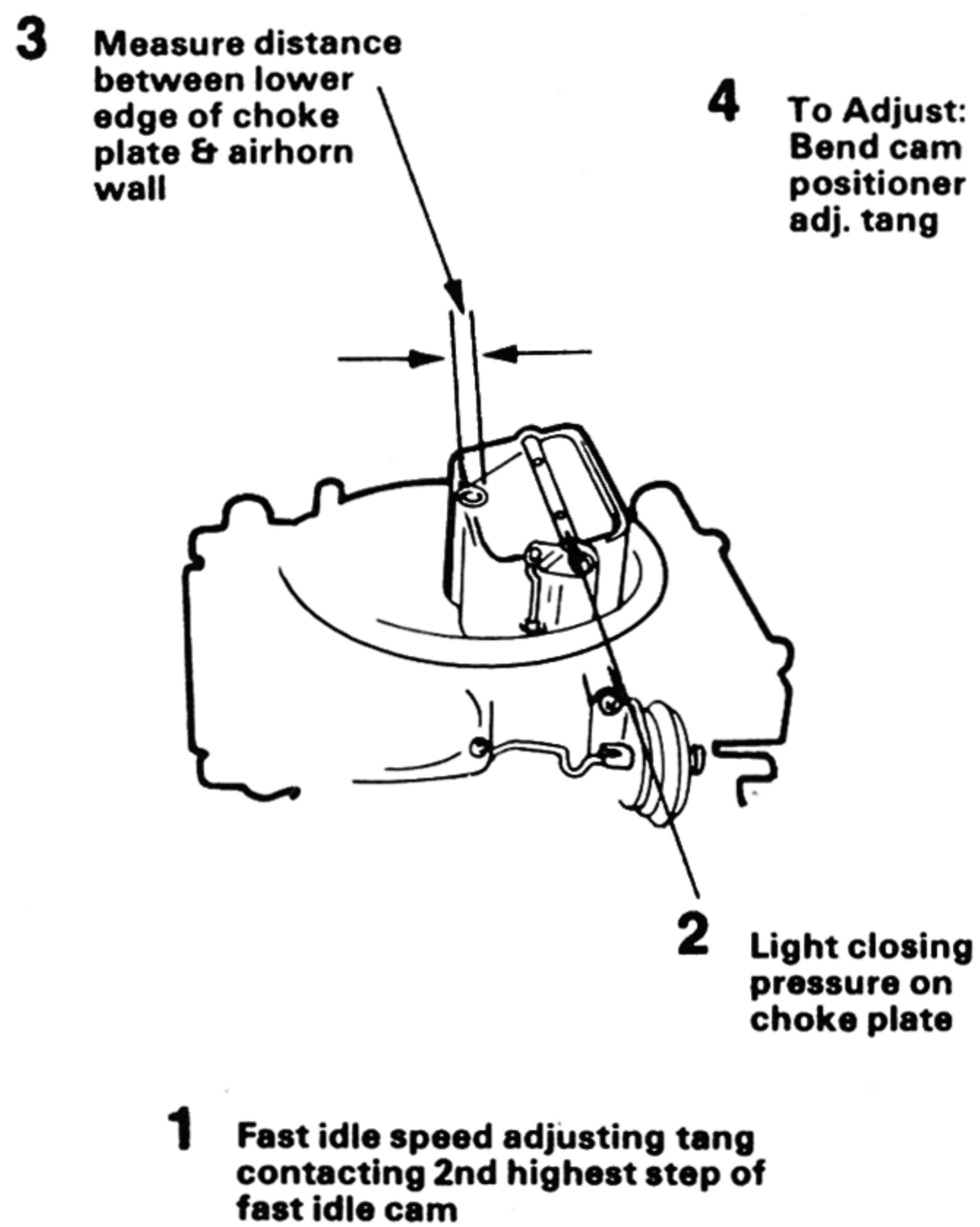


FIG. 7 - CAM INDEX ADJUSTMENT

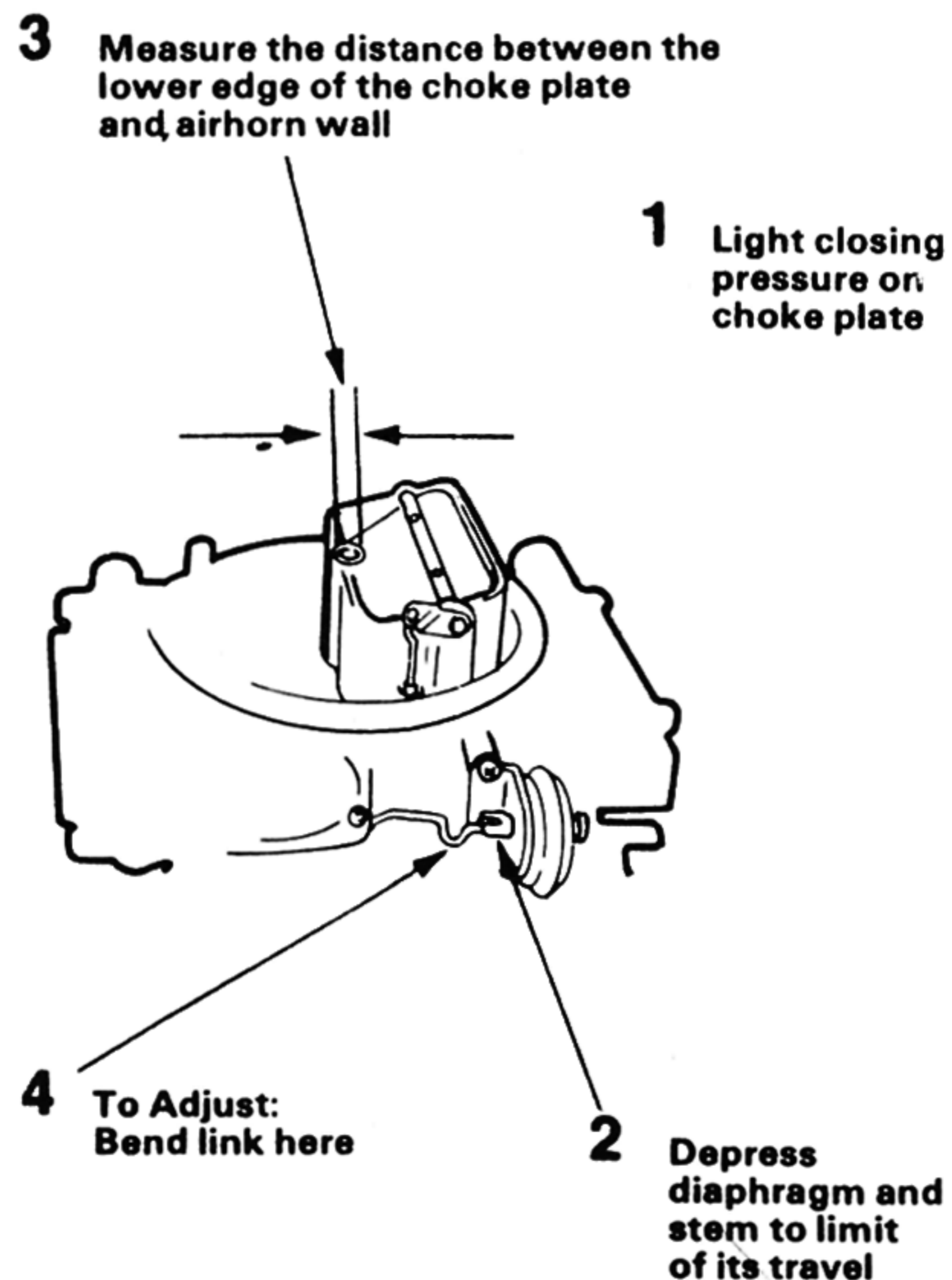
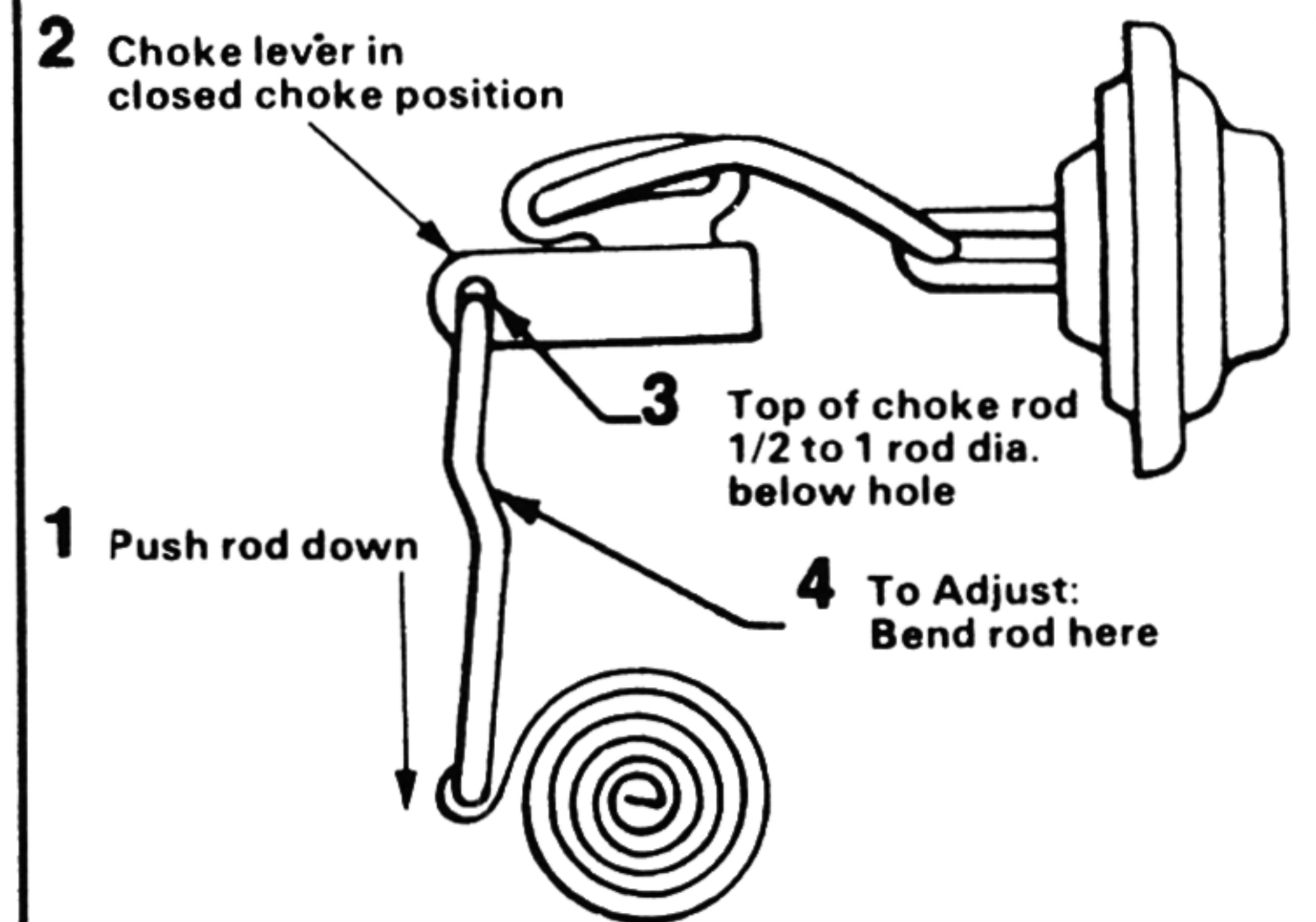
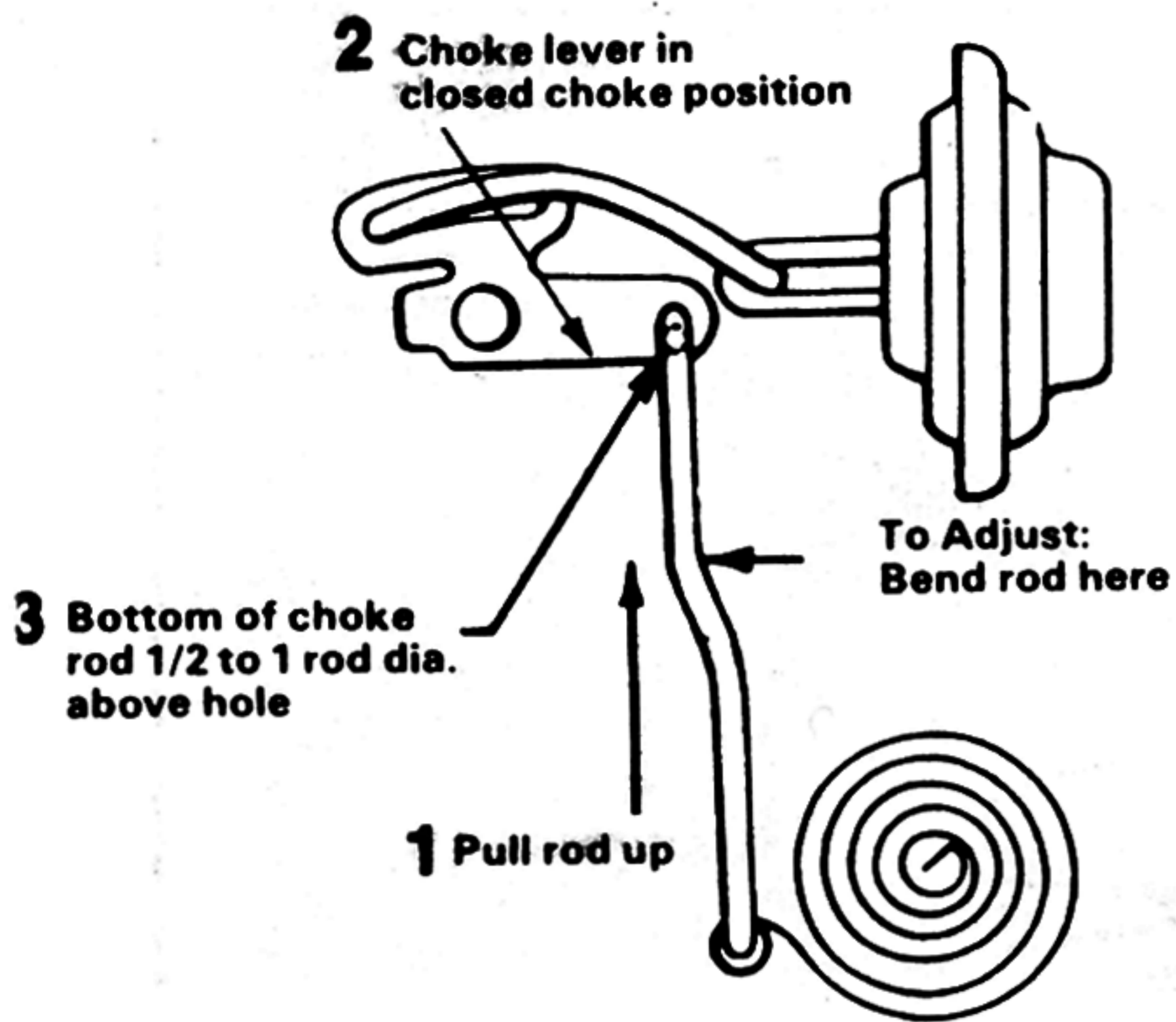


FIG. 8 - VACUUM KICK ADJUSTMENT



Type 1
 FIG. 9 - CHOKE ROD ADJUSTMENT

CARBURETOR ADJUSTMENTS



Type II
FIG. 10 - CHOKE ROD ADJUSTMENT

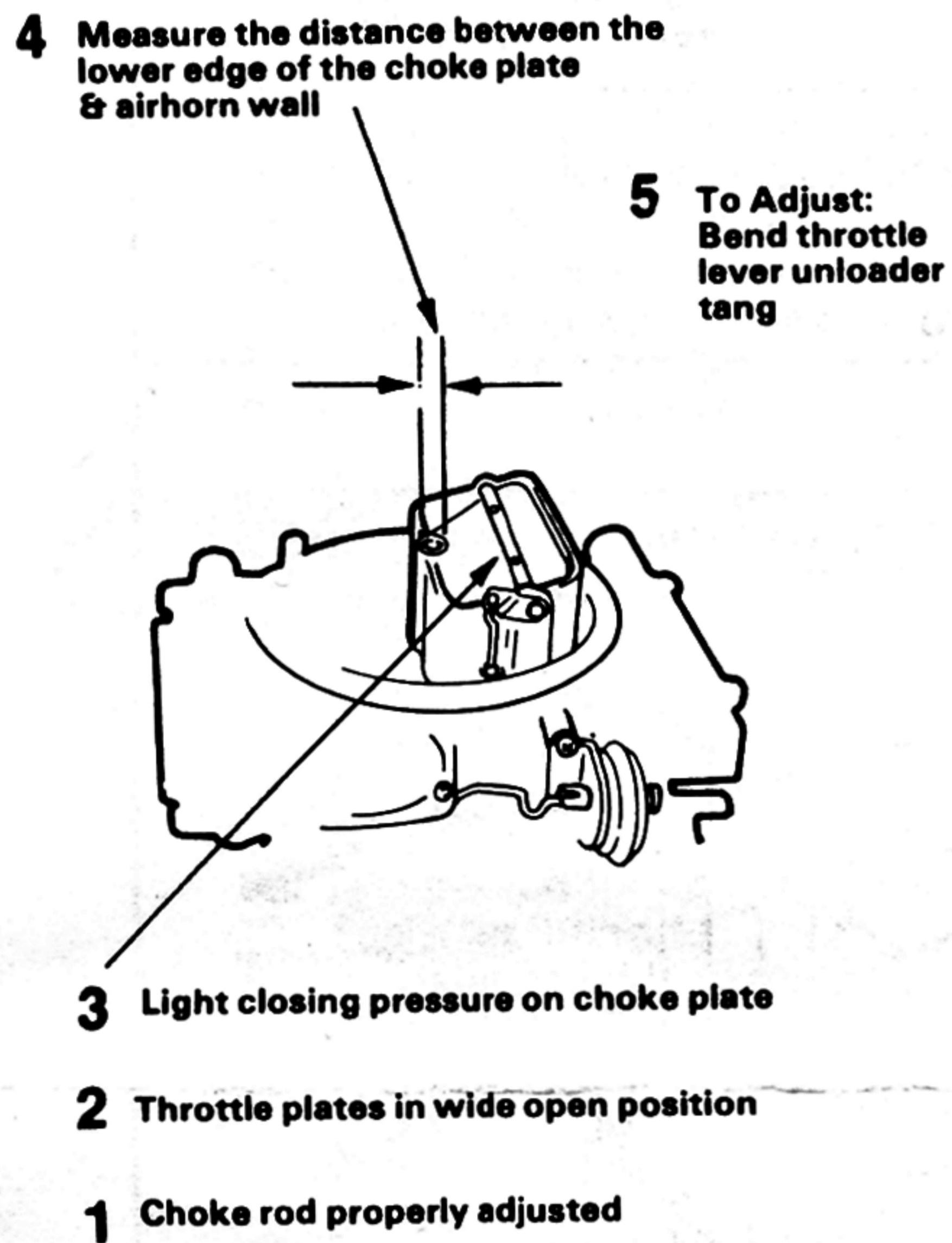


FIG. 11 - UNLOADER ADJUSTMENT

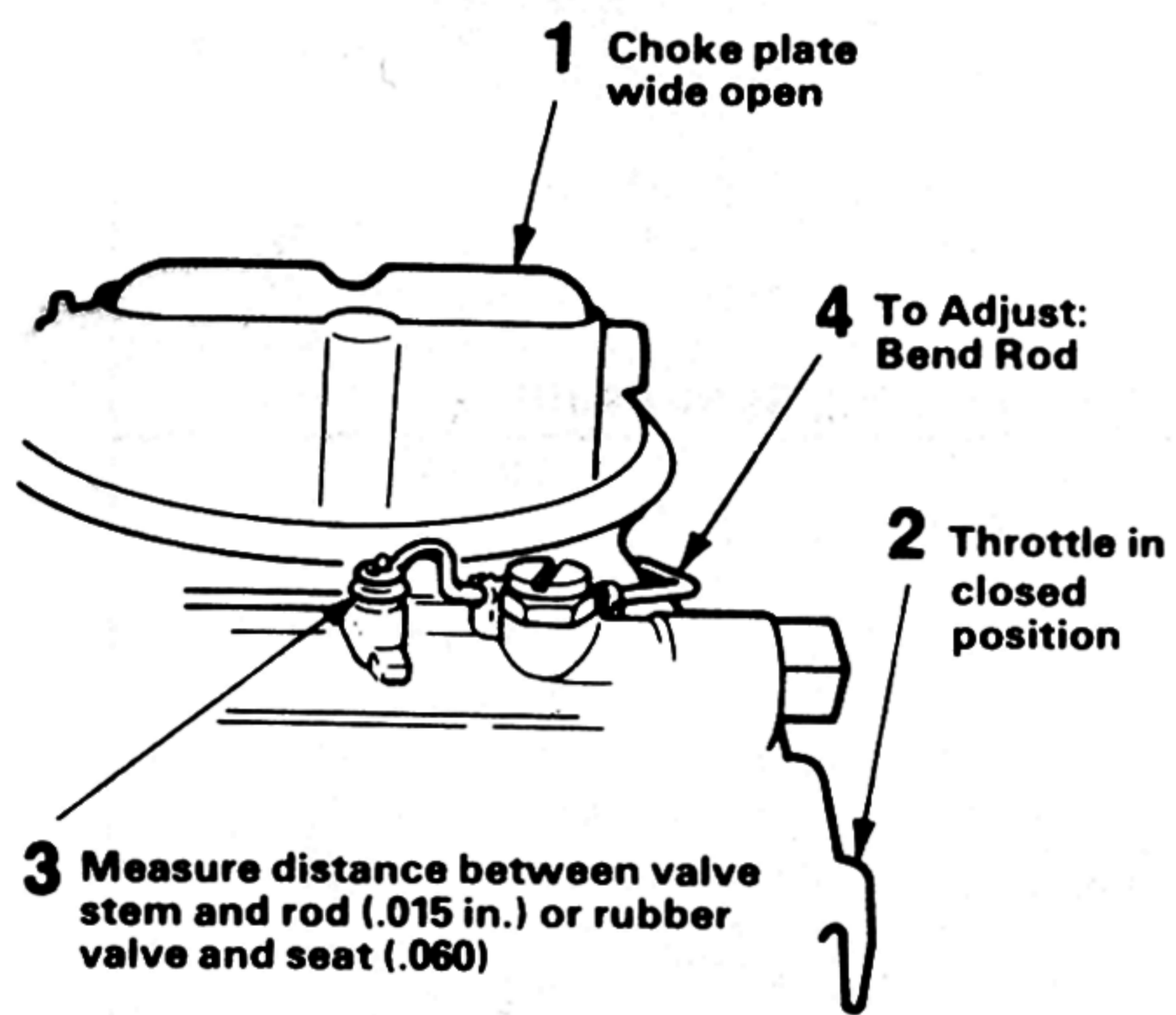


FIG. 12 - VENT VALVE ADJUSTMENT

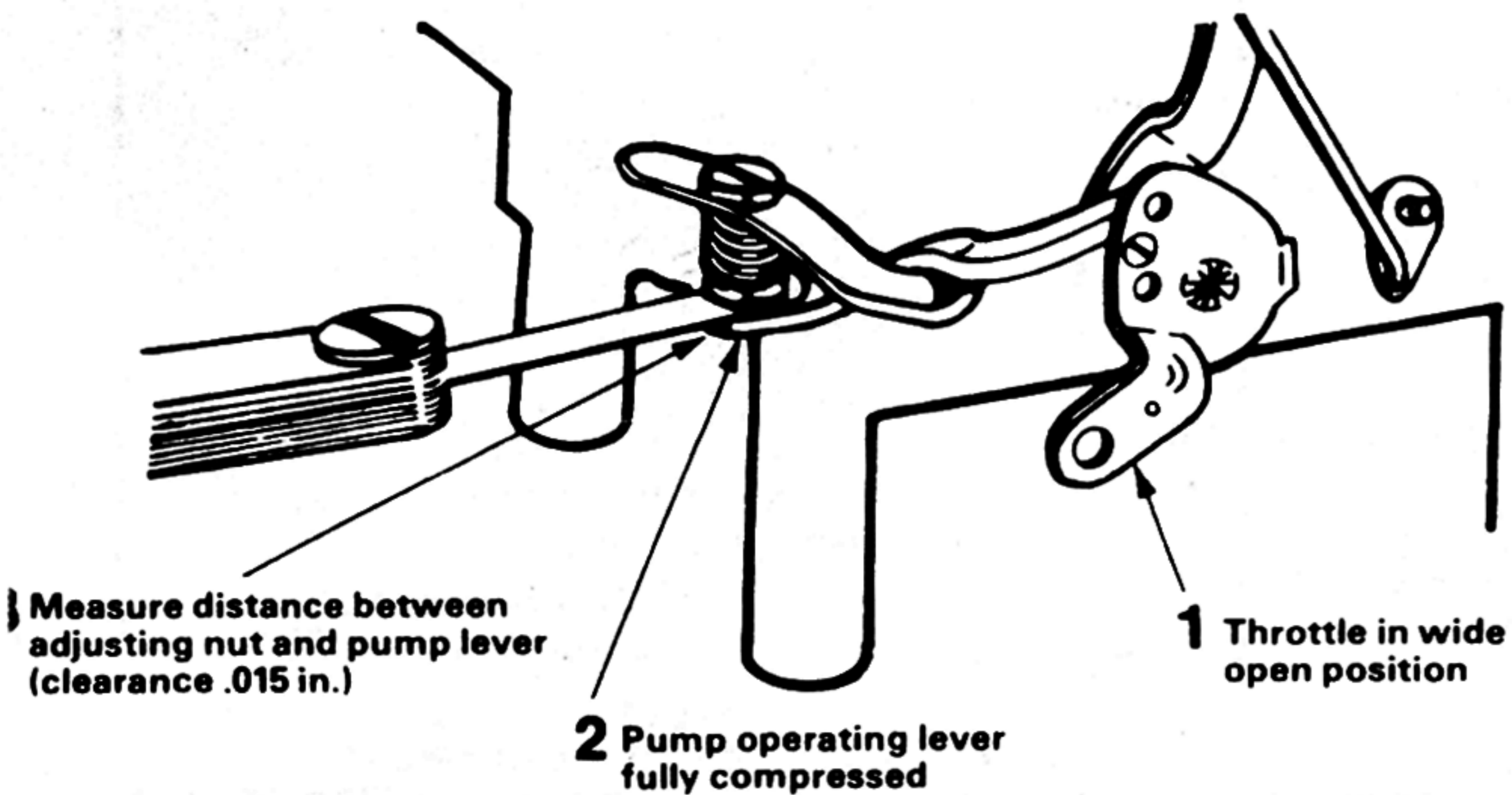
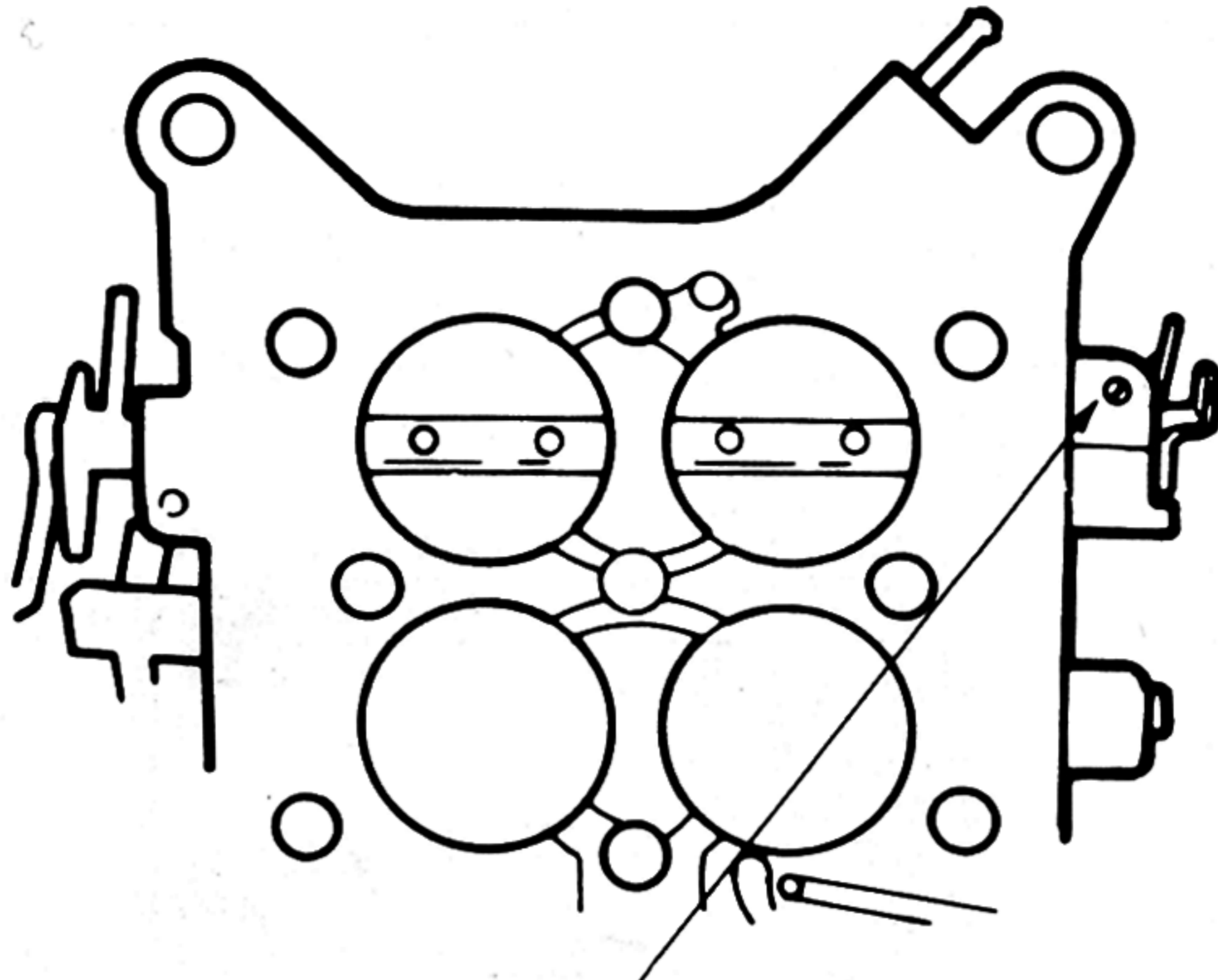


FIG. 13 - PUMP OVERRIDE ADJUSTMENT



Back the secondary throttle stop screw out until the secondary throttle plates are closed in the throttle bore. Turn the screw in (clockwise) until it just touches the stop on the lever, then give it an additional 1/4 turn.

FIG. 14 - SECONDARY THROTTLE STOP ADJUSTMENT

NOTE: Bend a paper clip (.030 to .036 dia.) as shown to provide end no longer than 1/8 inch long.

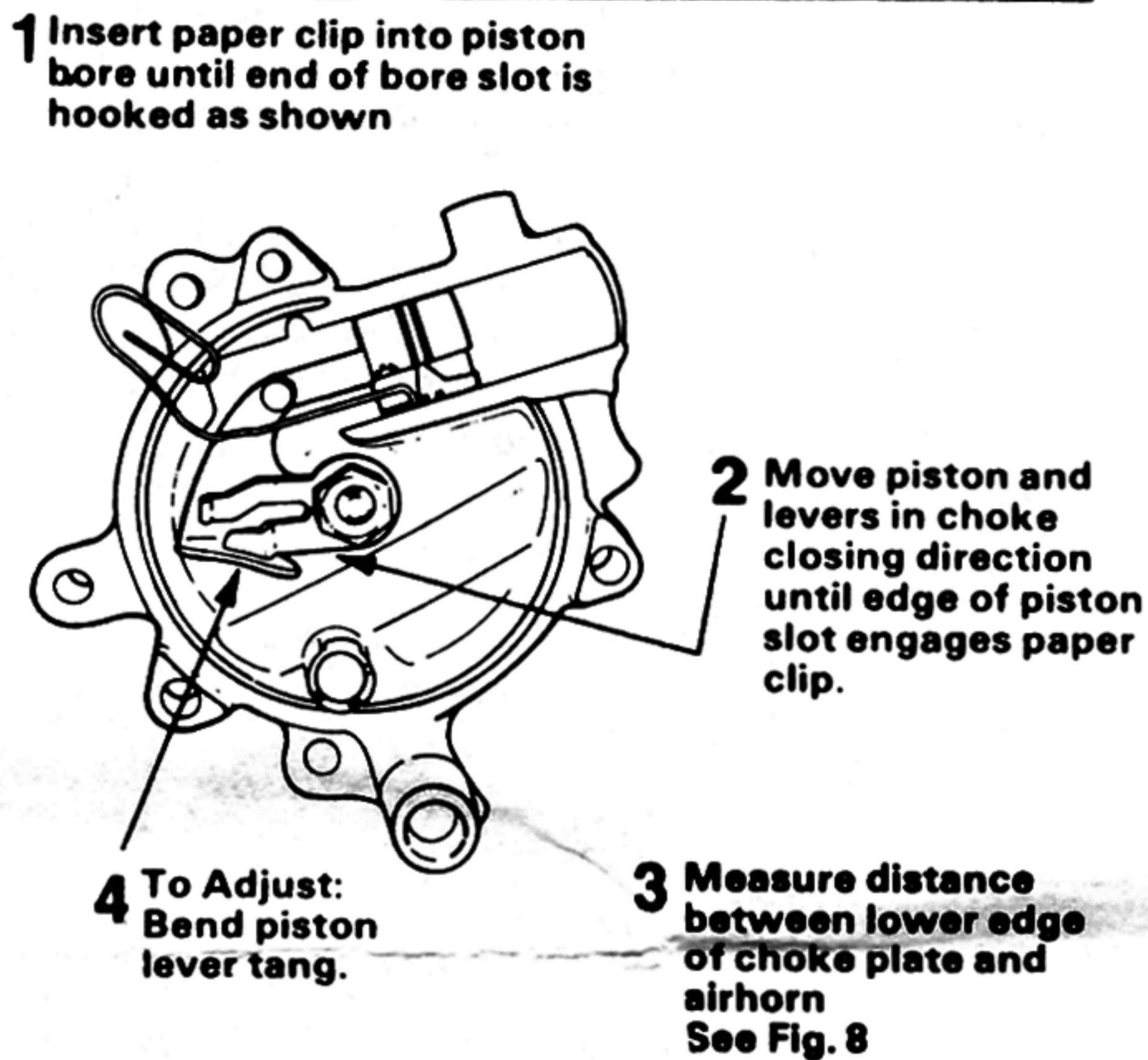


FIG. 15 - CHOKE QUALIFYING (INTEGRAL CHOKE) ADJUSTMENT

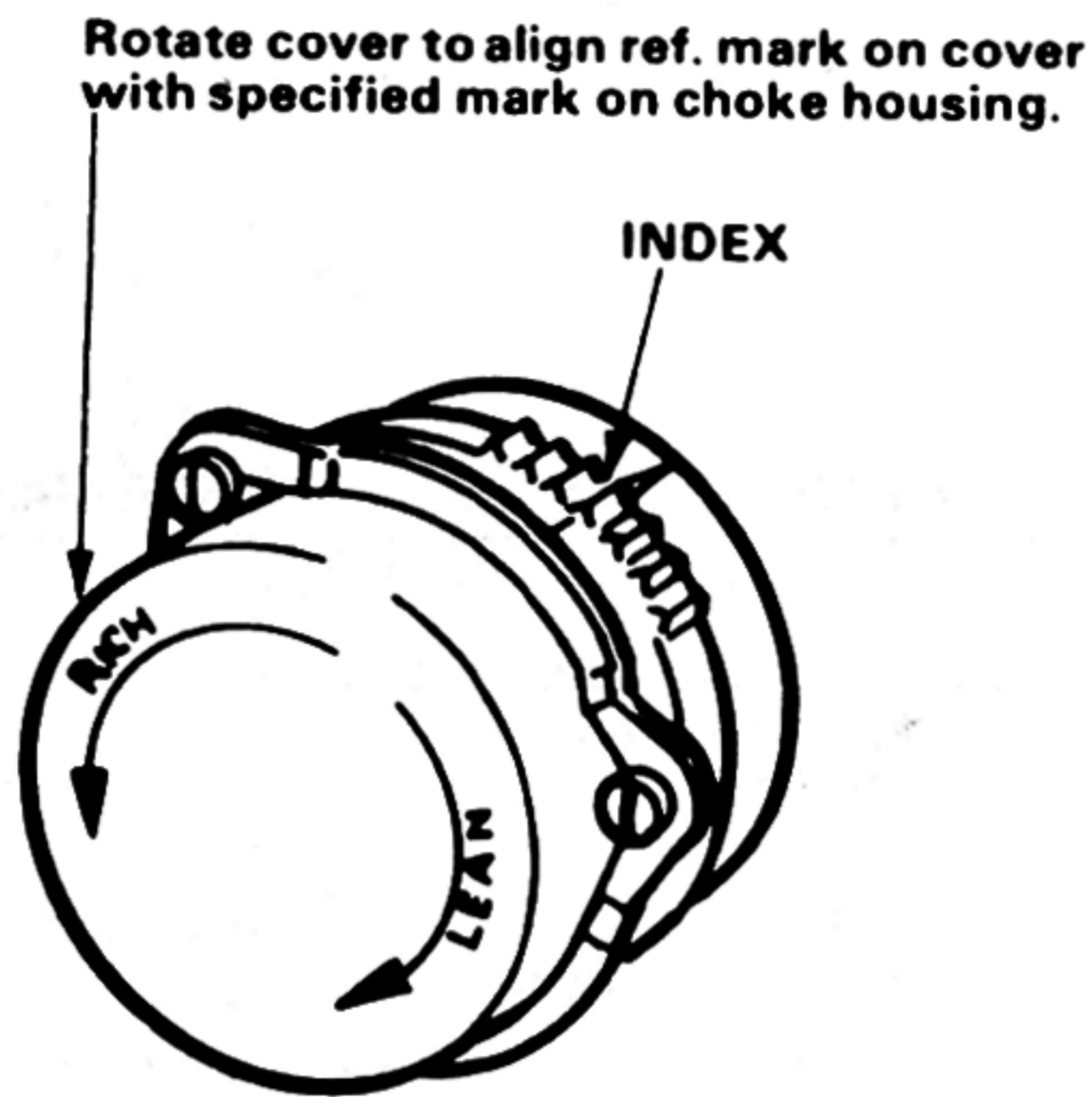


FIG. 16 - CHOKE ADJUSTMENT

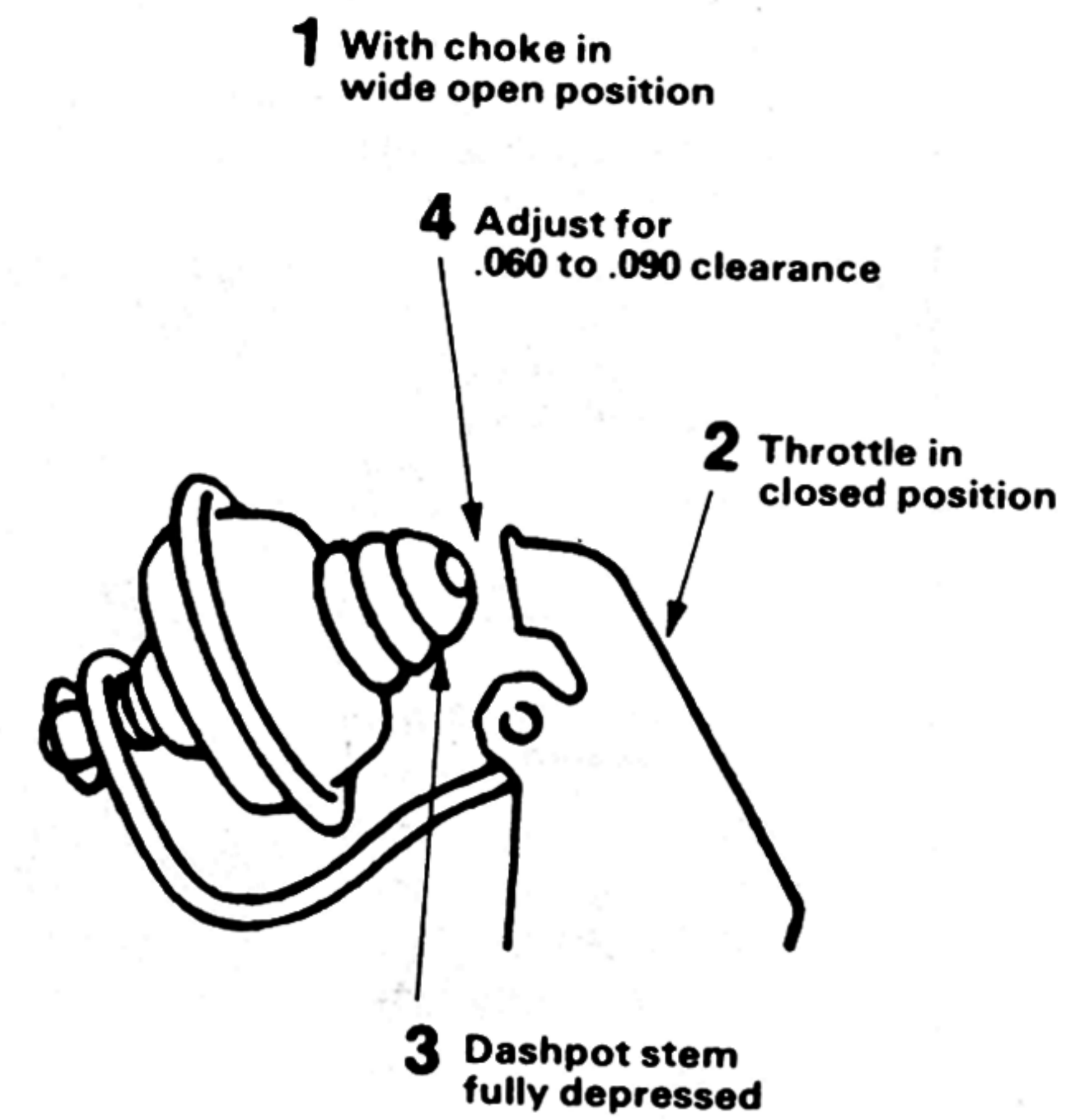
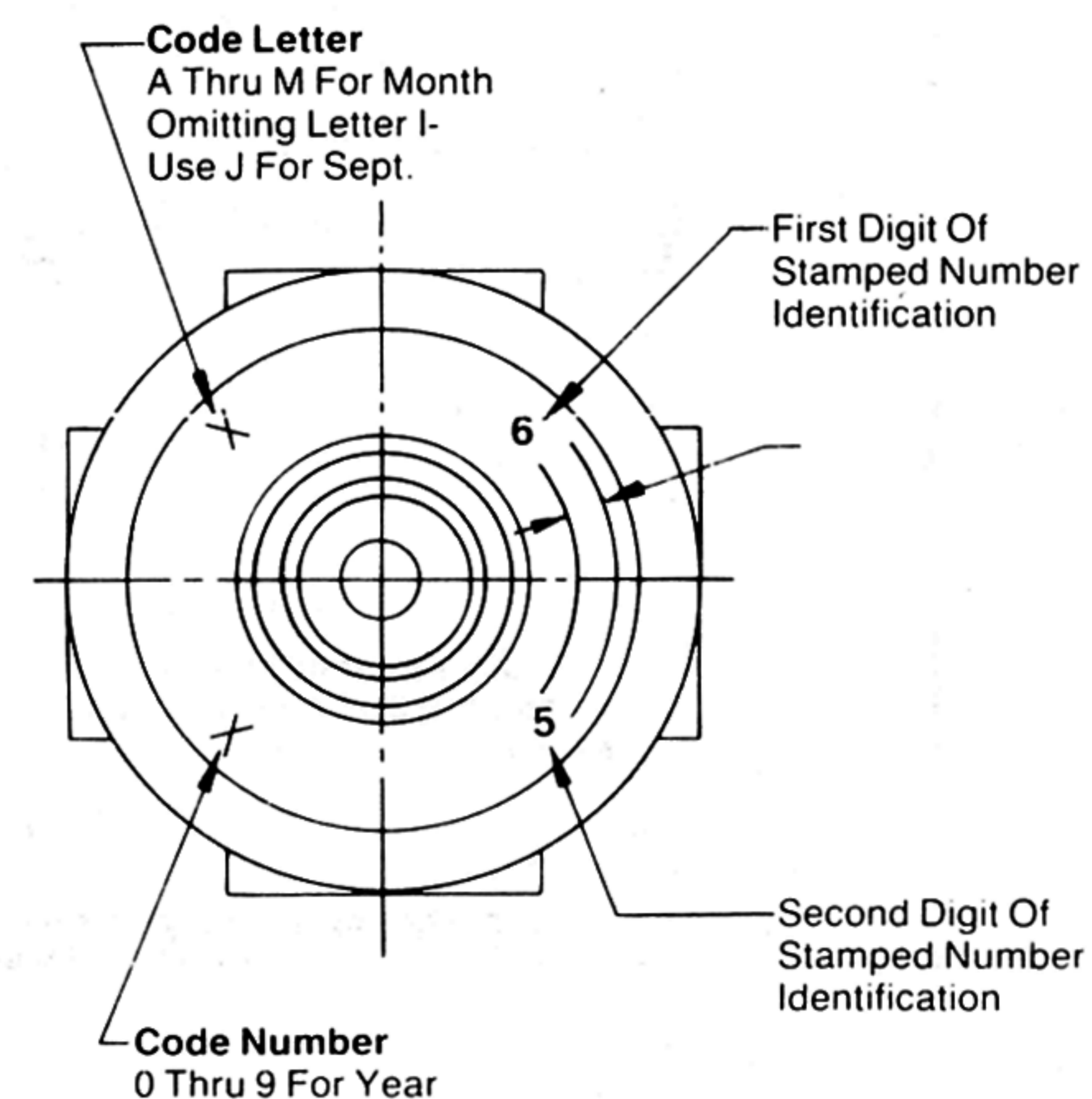


FIG. 17 - DASHPOT ADJUSTMENT

POWER VALVE IDENTIFICATION

Example: Power Valve Assembly
25R591-65

65 Which designates the stamped number, also identifies the opening point of the power valve (i.e., 6.5" vacuum).



CARBURETOR SERVICE PROCEDURE HOLLEY 4-BARREL 4150-4160 SERIES CARBURETORS

**FORM NO.
16H-42-861**

NOTE: Some models of the Holley 4150-4160 series carburetors may vary in general design and appearance, but basic cleaning and adjustment procedures will remain the same.

1. DISASSEMBLY

Using the exploded view as a guide, disassemble carburetor only enough to permit a thorough cleaning. Pay particular attention to the following:

- Do not disassemble the fuel inlet needle and seat assembly. They are a matched set and are serviced as an assembly.
- Removal of choke or throttle valves is not necessary unless part is bent, seized or damaged, requiring repair or replacement. If removal is necessary, file staked (peened) end of valve retaining screws prior to removal.
- Some models will be equipped with a plastic block (volume reducers) in the float bowl and the metering body. These blocks are part of the evaporative emission system. Make sure blocks are removed if carburetor is thoroughly cleaned.

NOTE: Power valves and main jets have sizes stamped on them. Note these sizes and install them in original location during reassembly.

NOTE: Do not remove idle mixture screw limiter caps unless recalibration is determined necessary after reassembly. If limiter caps are removed, the carburetor must be recalibrated with required equipment to meet state and federal exhaust emission regulations. When limiter caps are removed, count the number of turns required to seat idle mixture screws. This will serve as a starting point during reassembly.

2. CLEANING

- Using a regular cleaning solution, soak parts long enough to thoroughly clean all surfaces and passages of foreign matter.
- Do not soak parts containing rubber, leather or plastic, other than limiter caps.
- To remove any residue after use of cleaner, rinse parts in a suitable solvent.
- Blow out all passages with dry compressed air.

3. REASSEMBLY

Reassemble carburetor in reverse order of disassembly, paying particular attention to the following:

- Accelerator pump discharge needle is installed with pointed tip down. If check ball and weight are used in place of needle, place weight on top of ball.
- If equipped with an elastomer inlet check valve, lubricate end and pull into place with pliers. Cut off excess stem.
- Press idle mixture seals into recessed area of metering body before installing idle mixture screws. Do not attempt to slide seals over mixture screws. (This does not apply to some governed models having idle mixture screws located in the throttle body).
- Some late model carburetors will be equipped with a pump transfer tube in metering body. The metering body-to-main body gasket used on models with a pump transfer tube differs slightly from models without a pump transfer tube. These gaskets are not interchangeable. See Fig. 1.

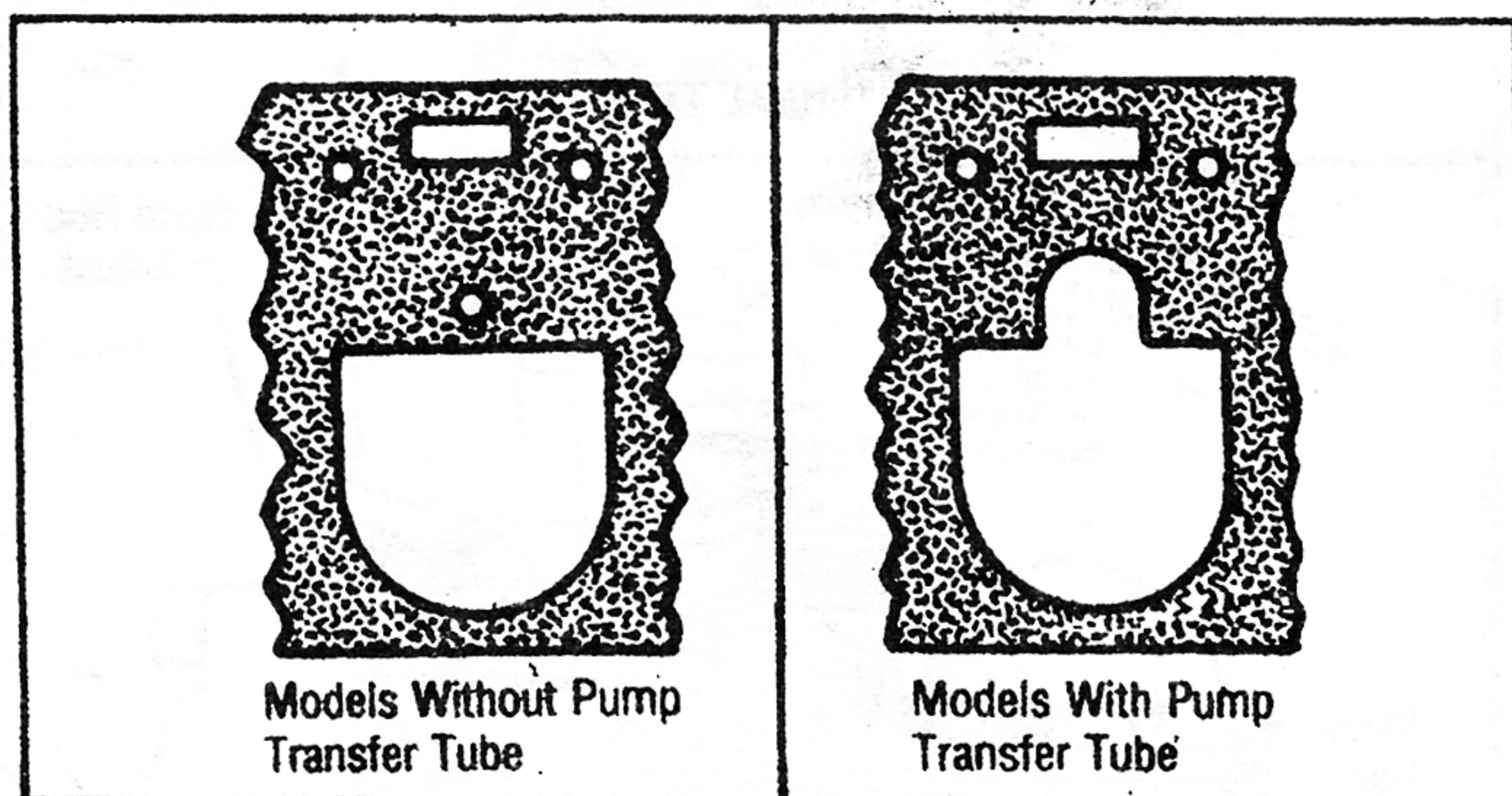


Fig. 1 Metering Body Gasket Identification

- When installing the accelerator pump diaphragm, make sure that the raised boss on the hub is facing lever in pump.
- On 4150/60-C models, make sure projection on the choke rod is positioned under the fast idle cam. This ensures that the fast idle cam will be raised up when the choke valve is closed.

- On 4150/60-G, -MG and -EG models, make sure pin on fast idle cam is positioned between the 2 tangs on the choke rod lever when the fast idle cam housing is installed.
- Apply petroleum jelly or equivalent to all "O" rings before installation.
- After accelerator pump discharge nozzle has been installed, lightly stake nozzle against edge of screw with a punch to secure in position.
- Where balance tube and accelerator pump transfer tube are used, make sure large "O" rings are used on the balance tube and the smaller "O" rings are used on the transfer tube.

4. ADJUSTMENTS

A. Float Level (Dry Setting)

TYPE A

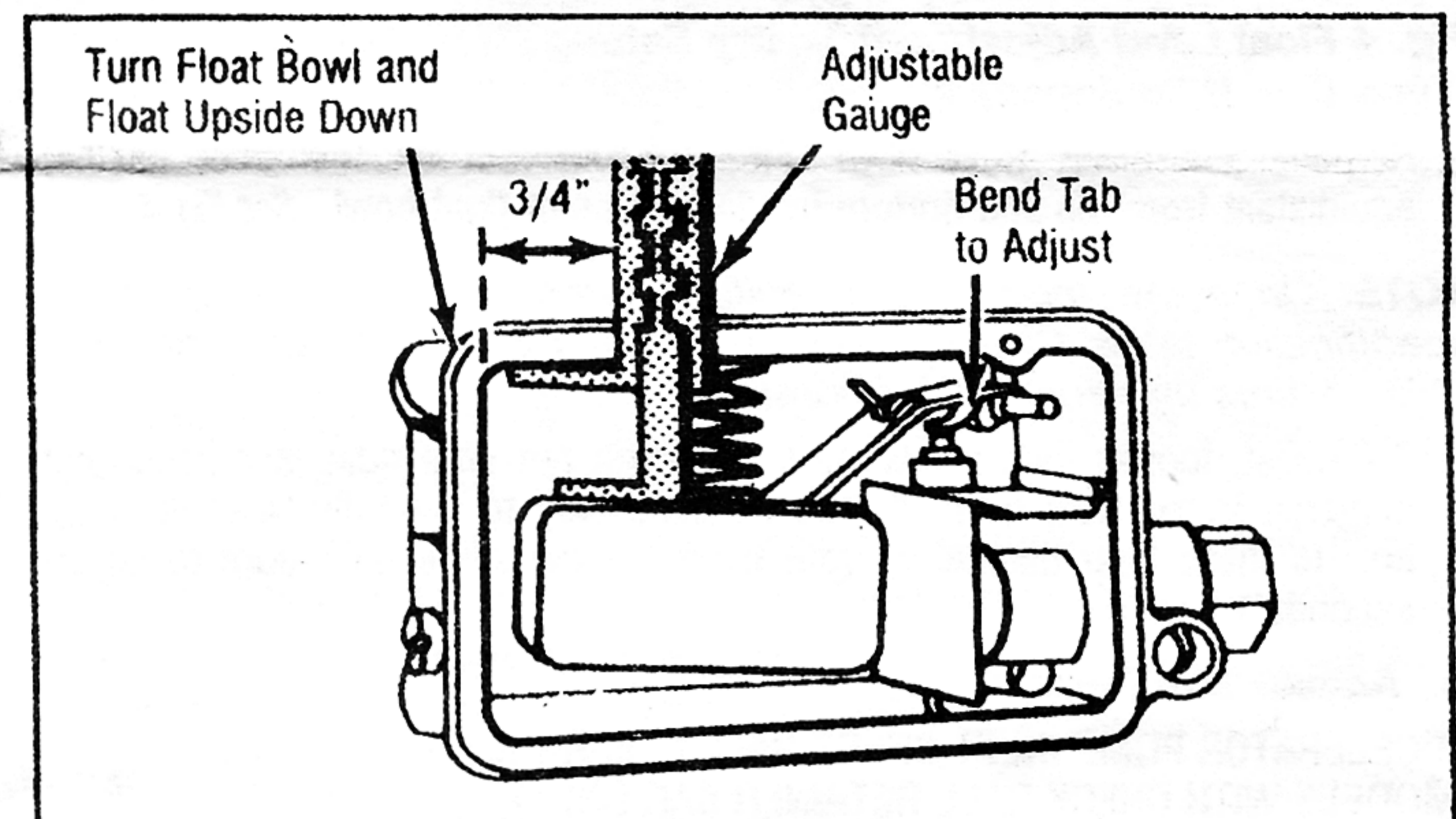


Fig. 2 Float Level Adjustment - Dry Setting (Type A - If Equipped)

1. Assemble gauge included in kit. Calibrate to scale "A". Remove float bowl and turn upside down, allowing float to close fuel inlet needle valve. See Fig. 2.
2. Position gauge 3/4" away from vertical side of float bowl. Measure the distance between the float and the bowl surface directly above the float.
3. To adjust, bend tab on float arm. Follow same procedure to adjust float level in secondary float bowl.

TYPE B

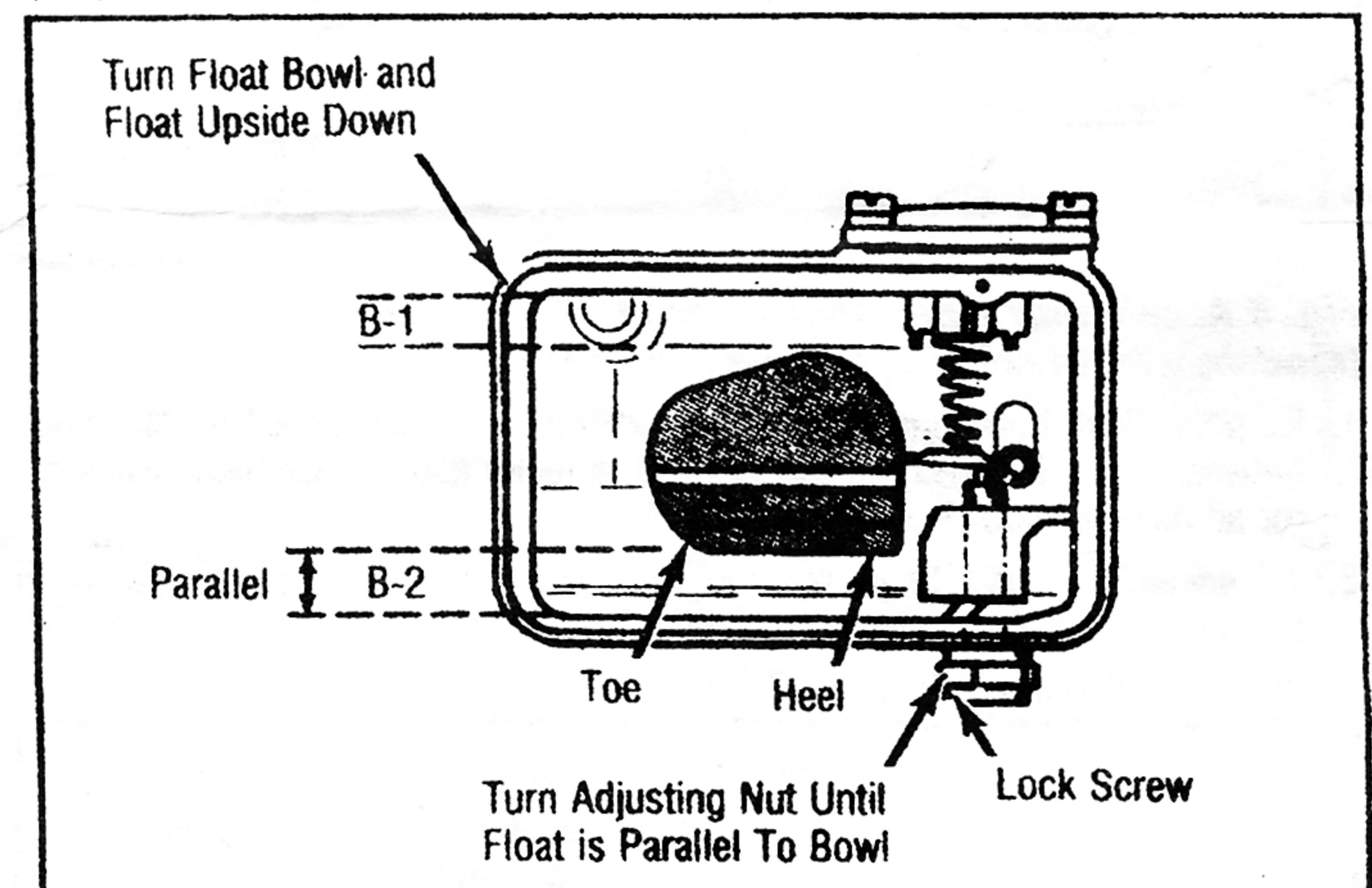


Fig. 3 Float Level Adjustment - Dry Setting (Type B - If Equipped)

1. Remove float bowl and turn upside down. Top of float should be parallel with upper and lower float bowl surfaces. See Fig. 3.

NOTE: On some models a specified dimension will be given in the specification table. Check specified dimension between the float and the float bowl inside surface at location B-1 or B-2 as indicated in the specification table.

- Adjust by loosening lock screw and turning adjusting nut until float is correctly positioned in float bowl. Repeat procedure to adjust level in secondary bowl.

TYPE C

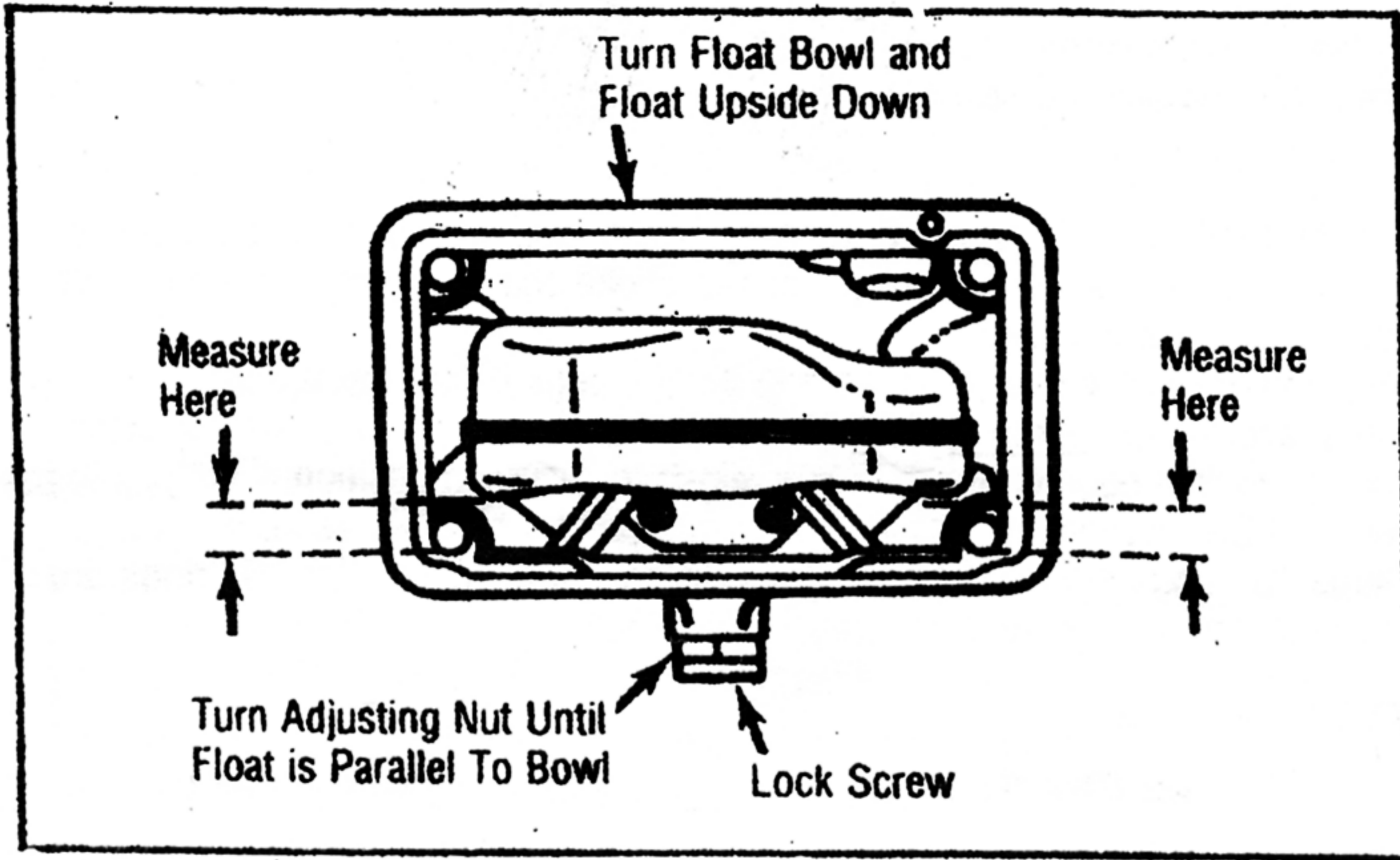


Fig. 4 Float Level Adjustment - Dry Setting (Type C - If Equipped)

- Remove and invert float bowl. Float should rest on fuel inlet needle, equidistant from top and bottom inside surface of float bowl. See Fig. 4.

NOTE: On some models a specified dimension will be given in specification table. Check specified dimension at both ends of float. This ensures that float will be parallel.

- To adjust, loosen lock screw, turn adjusting nut until float is parallel and centered in the float bowl. It may be necessary to carefully twist the float arm to make float parallel in float bowl. Follow same procedure to adjust secondary float level.

B. Accelerator Pump

ACCELERATOR PUMP INLET CHECK BALL CLEARANCE (MODELS WITH CHECK BALL RETAINER BAR ONLY)

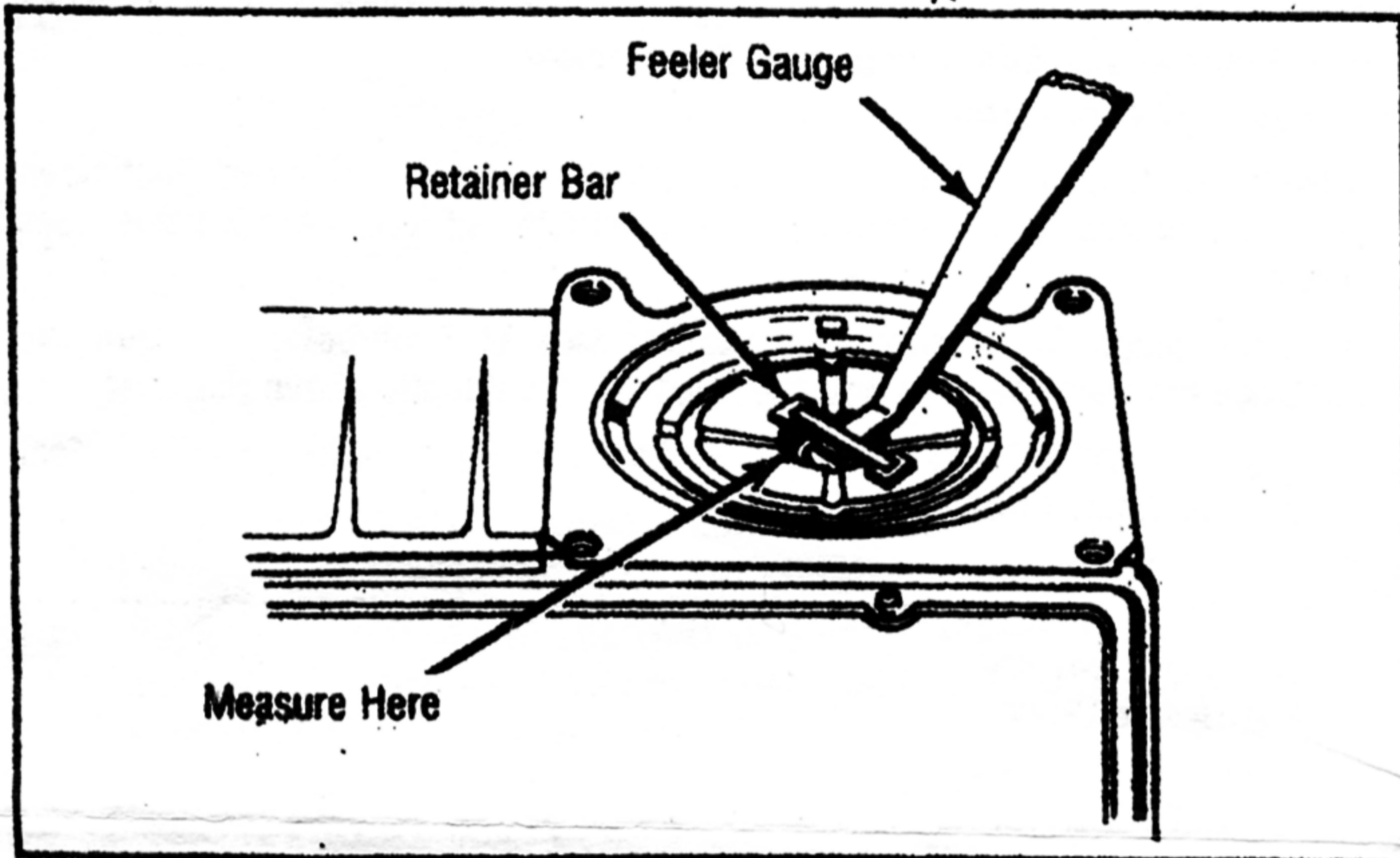


Fig. 5 Accelerator Pump Inlet Check Ball Clearance (Models With Check Ball Retainer Bar Only)

- Remove float bowl and turn upside down. Measure specified clearance between check ball and retainer bar with a feeler gauge. Specified clearance, for all models, is .011-.015". See Fig. 5.
- To adjust, carefully bend retainer bar. Extreme care must be taken to prevent damage to ball, seat or retainer bar.

ACCELERATOR PUMP STROKE

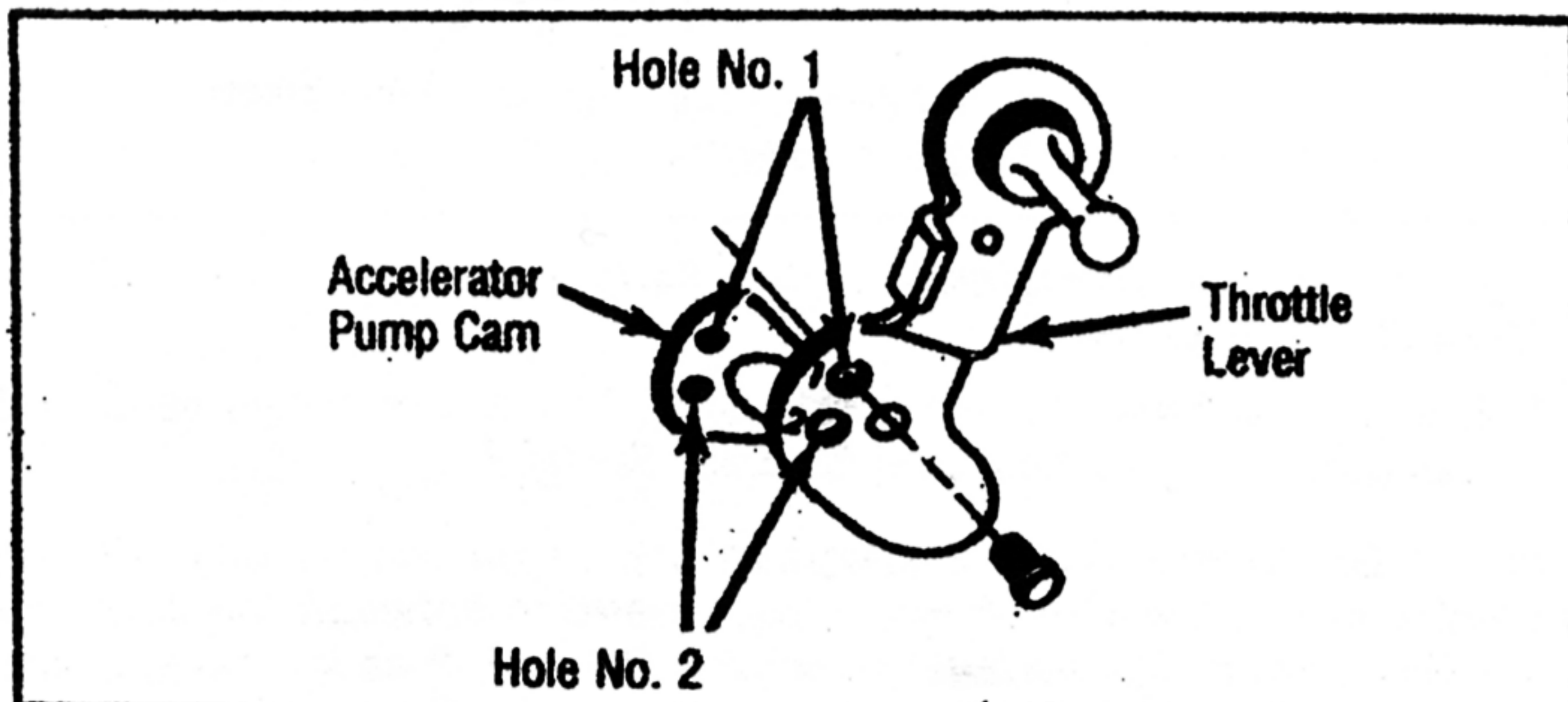


Fig. 6 Accelerator Pump Stroke Adjustment

NOTE: The position of the accelerator pump cam controls the accelerator pump stroke. The cam is preset at the factory. Adjustments should be made only if original setting has been changed.

- Check accelerator pump cam to ensure cam retaining screw is positioned in specified hole in throttle lever. See Fig. 6.
- Upper hole in throttle lever is hole number 1 and lower hole is number 2. On some models, these numbers may be stamped on the throttle lever.

ACCELERATOR PUMP LEVER CLEARANCE

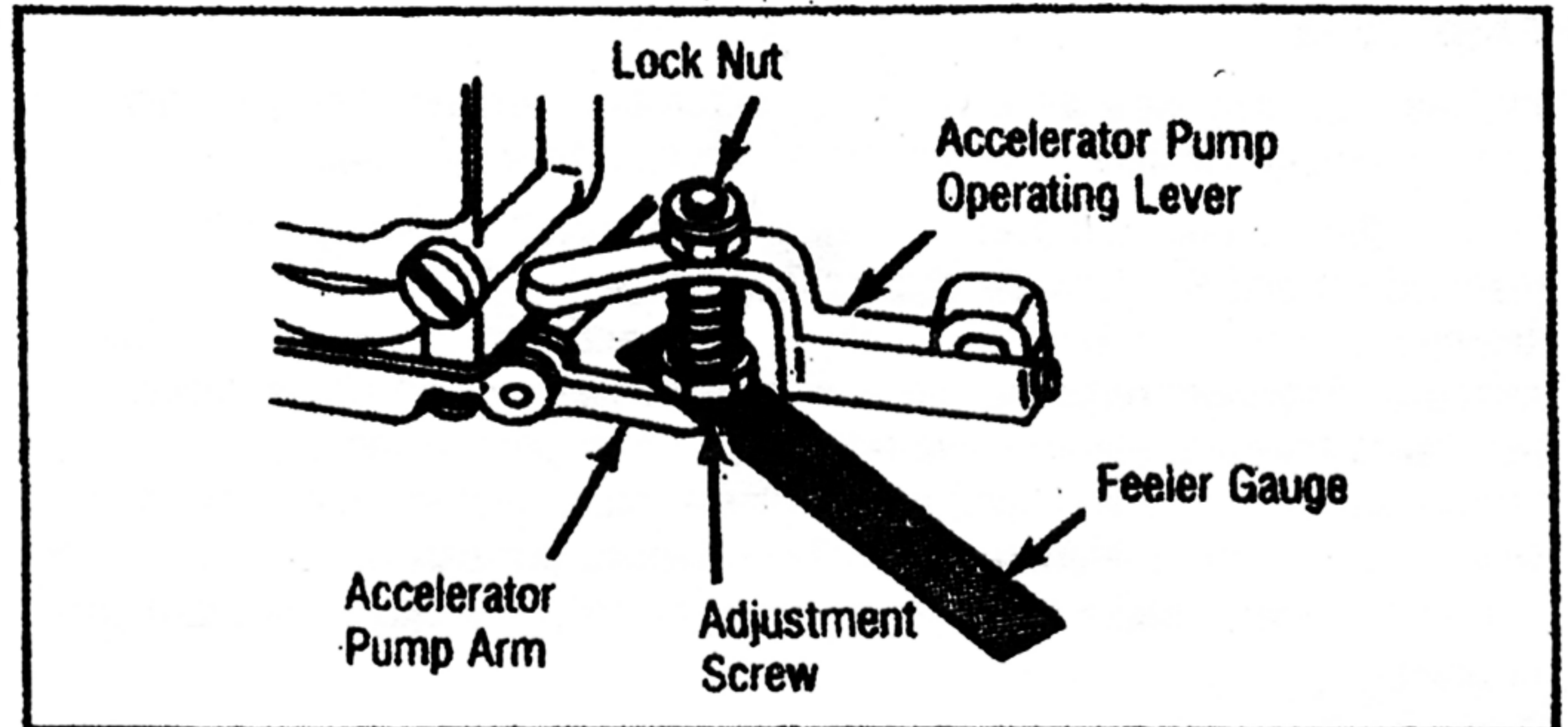


Fig. 7 Accelerator Pump Lever Clearance Adjustment

- Open throttle valves wide open. Manually depress accelerator pump arm. See Fig. 7.
- Using a feeler gauge, measure accelerator pump lever clearance between adjustment screw head and accelerator pump arm. Specified clearance, on all models, is .015".
- To adjust, loosen adjustment screw lock nut. Turn adjusting screw in to increase clearance and out to decrease clearance. Tighten lock nut.

C. Secondary Throttle Valve Stop Screw

- Hold secondary throttle valves closed. Turn secondary throttle valve stop screw out until secondary throttle valves are fully seated in bore.
- Now turn screw in until it just contacts the secondary throttle lever. Up to 1983 models, turn inward an additional 1/4 turn. Since 1983, turn inward 1/2 turn.

D. Bowl Vent Valve

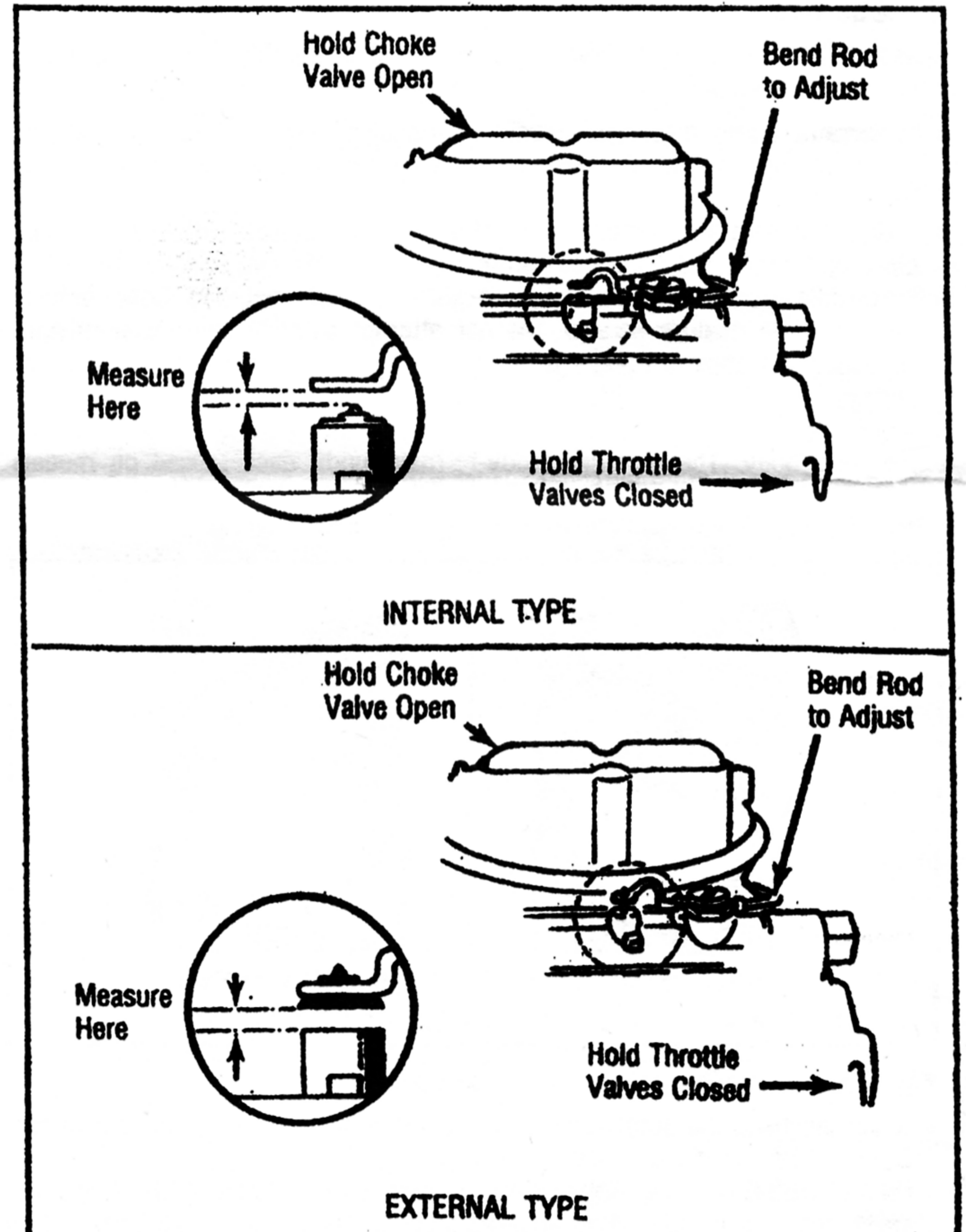


Fig. 8 Bowl Vent Valve Adjustment

1. Hold choke valve wide open. Close throttle valves making sure throttle lever is against stop screw.
 2. Using a feeler gauge, measure bowl vent valve specified clearance between valve stem and actuator rod (with internal type vent valve) or between rubber valve and seat on main body (with external type vent valve).
- NOTE:** If specified clearance is not given in specification table, adjust internal type to .015" clearance and external type to .060".
3. To adjust, bend actuating rod near actuating lever on throttle linkage.

E. Choke Control Lever

NOTE: Make this adjustment before making fast idle cam, choke pull down and choke unloader adjustments.

1. Open throttle valves to a half-open position and close choke valve by applying light pressure on choke control lever.
2. With carburetor mounted on engine, distance from top of choke rod hole in choke control lever to choke assembly should be $2\text{-}3/4" \pm 1/64"$. With carburetor on bench, distance from top of choke rod hole in choke control lever to base of carburetor should be $1\text{-}17/32" \pm 1/64"$.
3. To adjust, bend choke lever rod at offset in rod. Test for free movement of choke valve.

F. Choke Pull Down

EXTERNAL VACUUM DIAPHRAGM TYPE

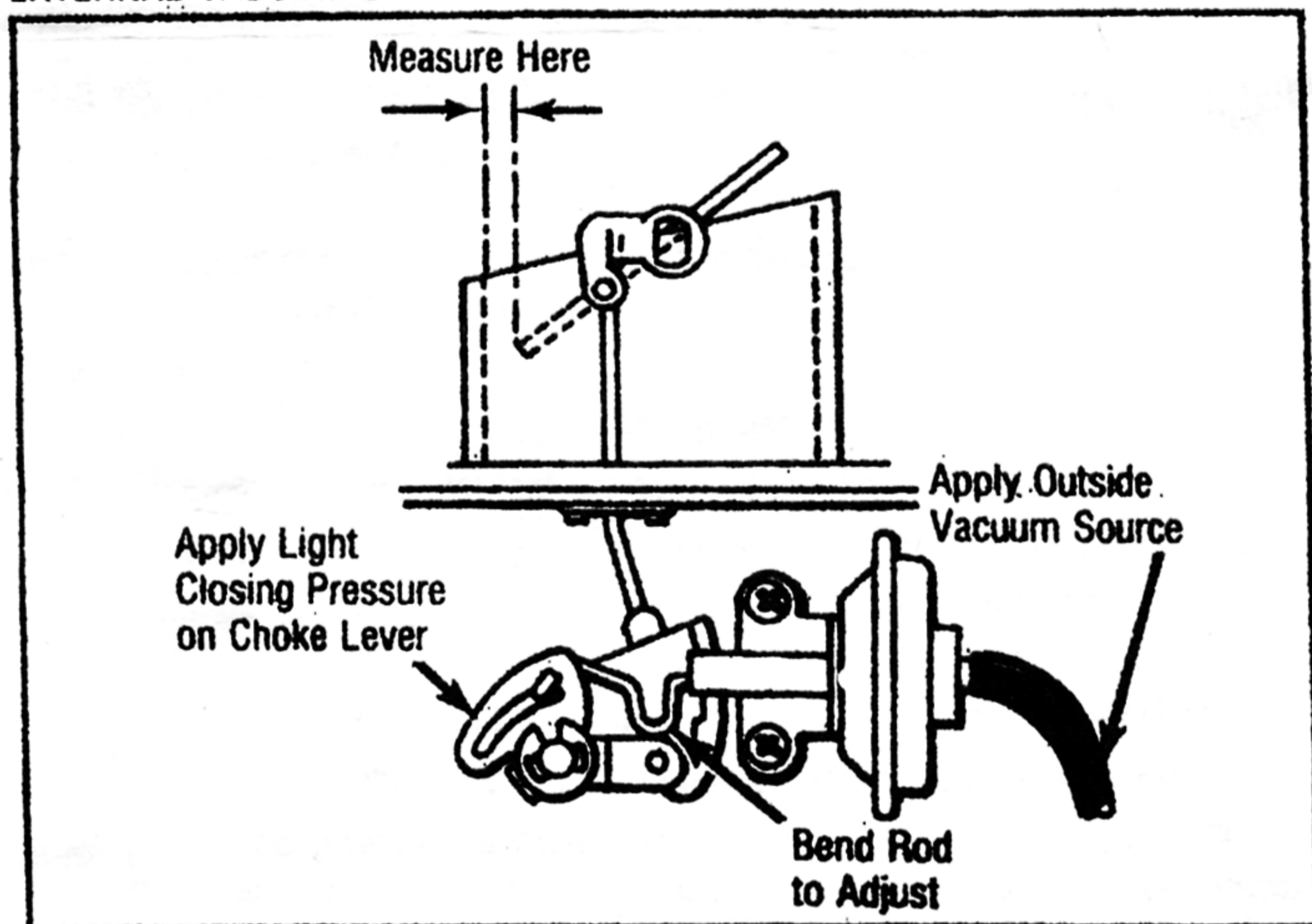


Fig. 9 Choke Pull Down Adjustment (External Vacuum Diaphragm Type)

1. Position fast idle tang on second step of fast idle cam. Seat vacuum diaphragm using an outside vacuum source of at least 15 in. Hg. See Fig. 9.
2. Close choke as far as possible by applying a light closing pressure on choke lever.
3. Measure choke pull down specified clearance between lower edge of choke valve and air horn wall.
4. To adjust, bend choke rod between lever and vacuum diaphragm.

EARLY INTEGRAL PISTON TYPE

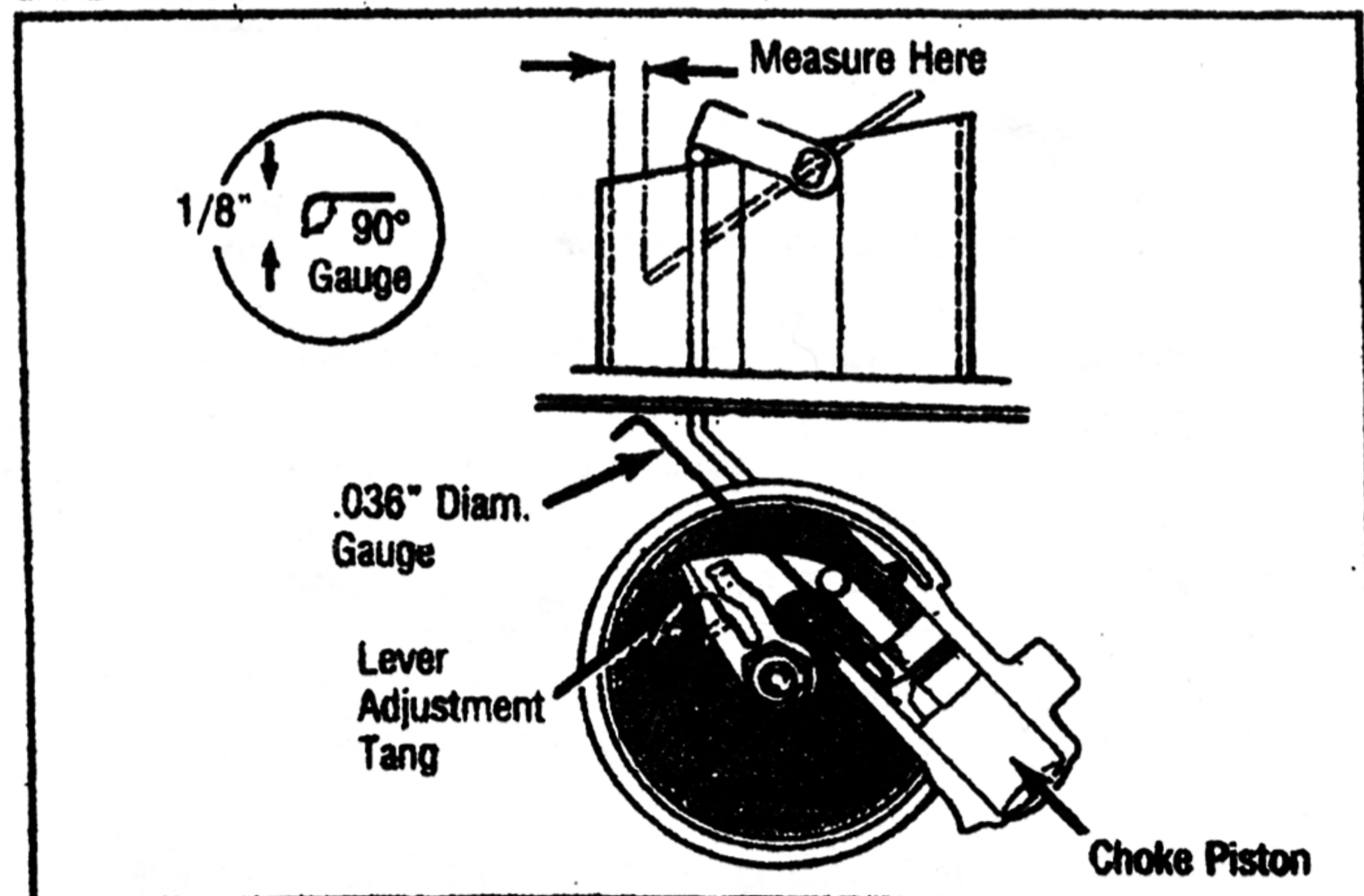


Fig. 10 Choke Pull Down Adjustment (Early Integral Piston Type)

1. Remove choke coil housing and baffle plate. Insert a .036" diameter wire gauge into the piston bore. Hook gauge into relief in bore. See Fig. 10.

NOTE: A gauge can be constructed from a paper clip if necessary. Construct the gauge to the dimensions shown in Fig. 10.

2. Rotate choke piston lever counterclockwise until gauge is in piston slot. Measure choke pull down specified clearance between the lower edge of choke valve and air horn wall.
3. To adjust, bend the piston lever adjustment tang.

LATE INTEGRAL PISTON TYPE

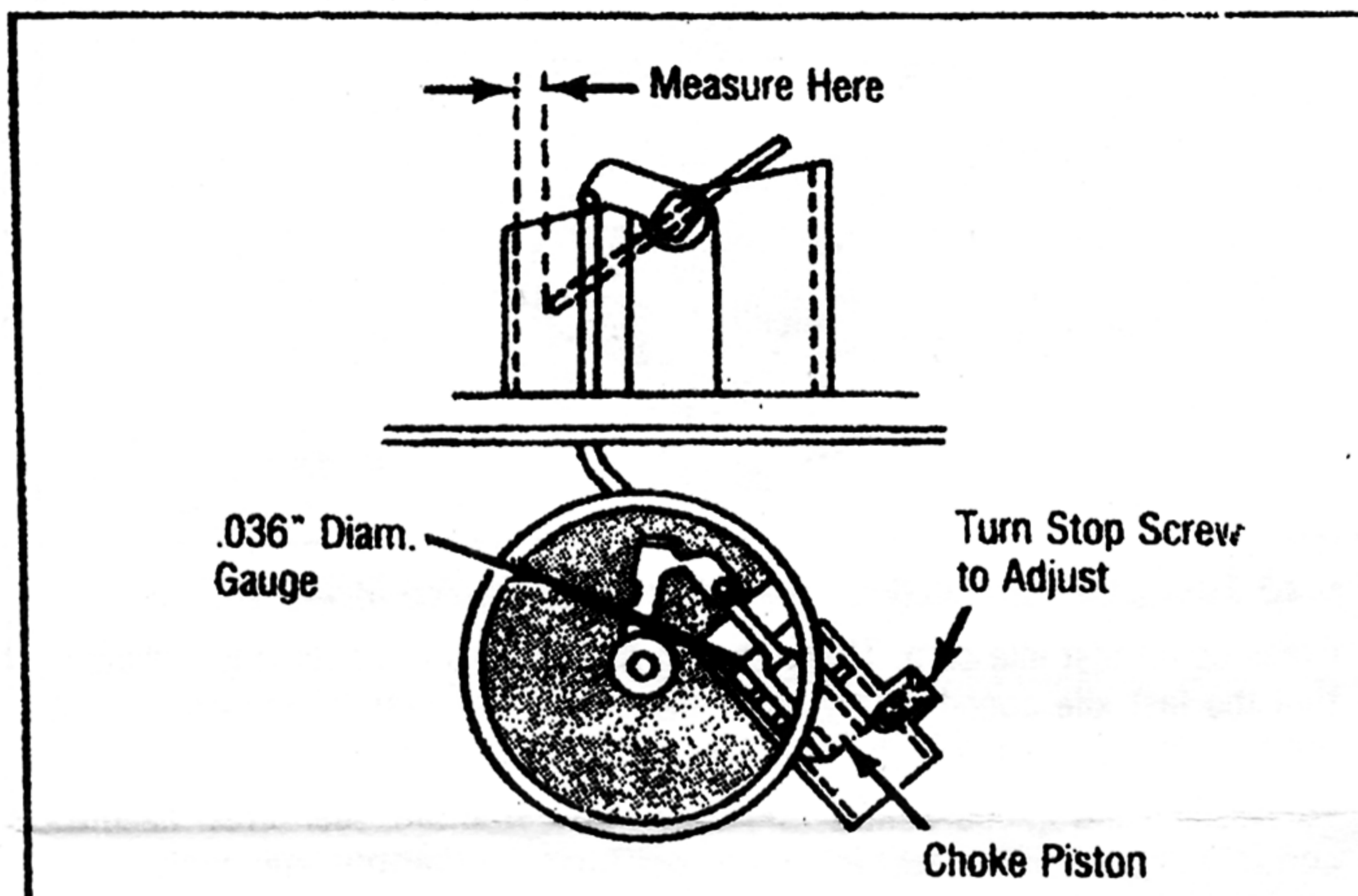


Fig. 11 Choke Pull Down Adjustment (Late Integral Piston Type)

1. With choke coil housing and baffle plate removed, insert a .036" diameter wire gauge (paper clip) into the choke piston bore. This will move choke piston down against stop. See Fig. 11.
2. Hold choke valve toward closed position. Measure choke pull down specified clearance between lower edge of choke valve and air horn wall.
3. To adjust, remove putty covering stop screw. Turn screw clockwise to decrease clearance or counterclockwise to increase clearance.

G. Fast Idle Cam

REMOTE CHOKE MODELS

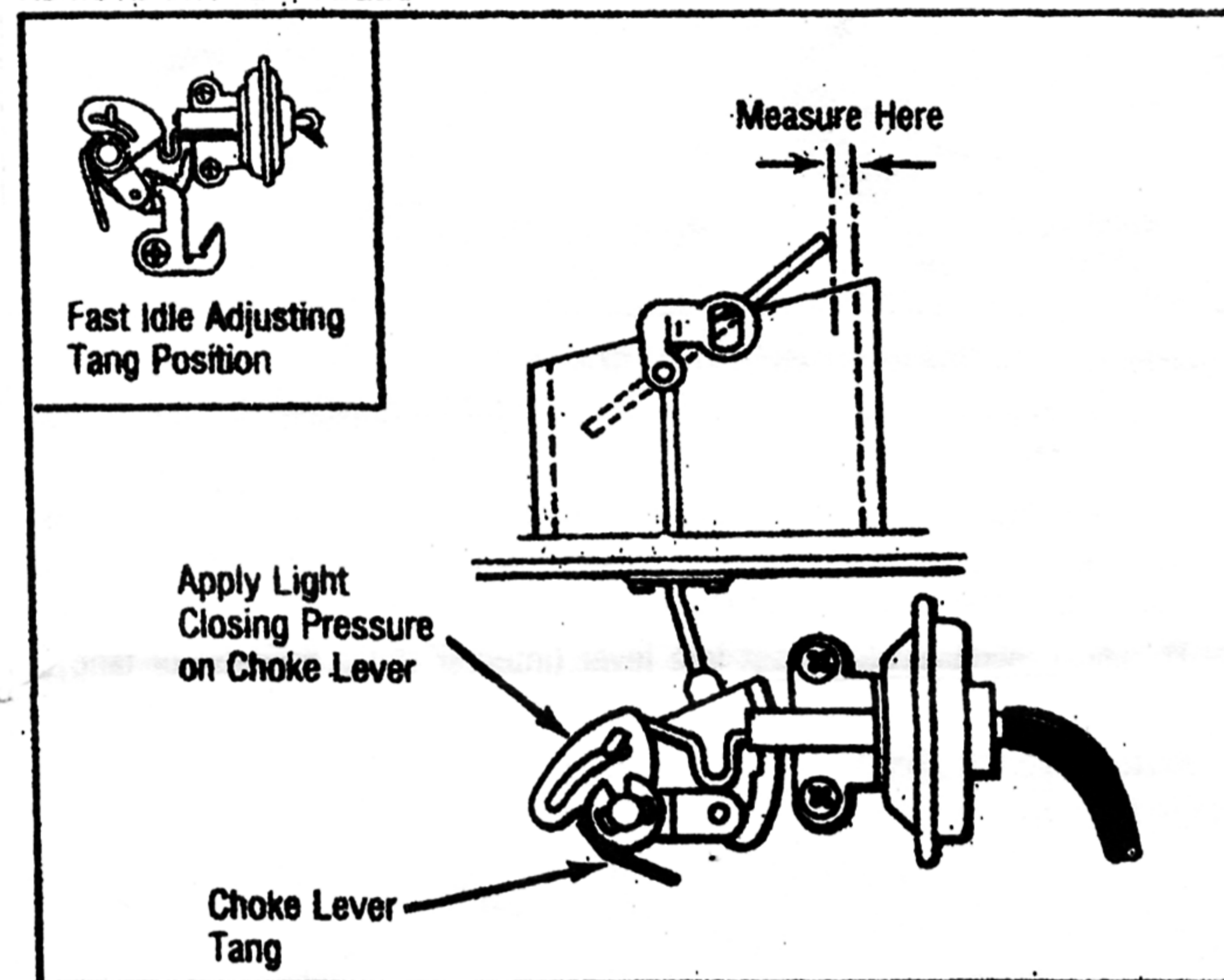


Fig. 12 Fast Idle Cam Adjustment (Remote Choke Models)

1. Place fast idle adjustment tang against the second highest step of the fast idle cam. Move choke valve toward the closed position with light pressure on the choke lever. See Fig. 12.
2. Measure specified clearance between the upper edge of the choke valve and the air horn wall.
3. To adjust, bend the choke lever tang until the correct choke valve opening dimension has been obtained.

INTEGRAL CHOKE MODELS

1. Loosen choke thermostat cover screws. Rotate cover 45° counterclockwise (rich) to close choke valve. Tighten choke cover screws. See Fig. 13.
2. Open throttle valves fully, then close them. This will position fast idle speed screw on highest (top) step of fast idle cam.
3. Insert a specified gauge between lower edge of choke valve and air horn wall. Open and close throttle valves. This will allow fast idle cam to drop.

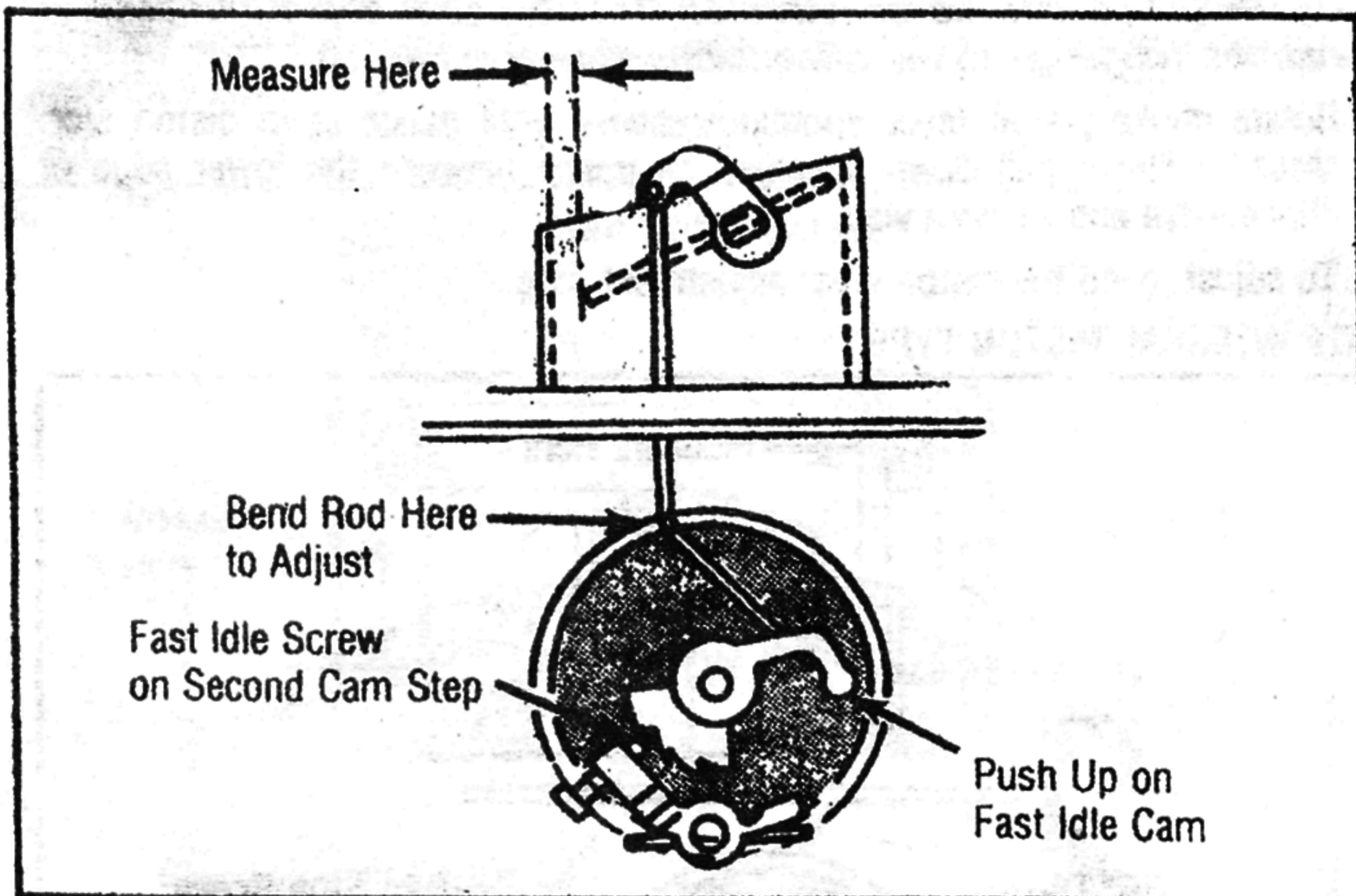


Fig. 13 Fast Idle Cam Adjustment (Integral Choke Models)

4. Press up on fast idle cam. There should be little or no movement, indicating that the fast idle speed screw is on the second highest (kickdown) step of the fast idle cam, against the shoulder of the highest (top) step of cam.
5. To adjust, bend choke control rod until the fast idle speed screw is in the correct position on the fast idle cam. Readjust the thermostatic choke cover to specified setting.

H. Choke Unloader

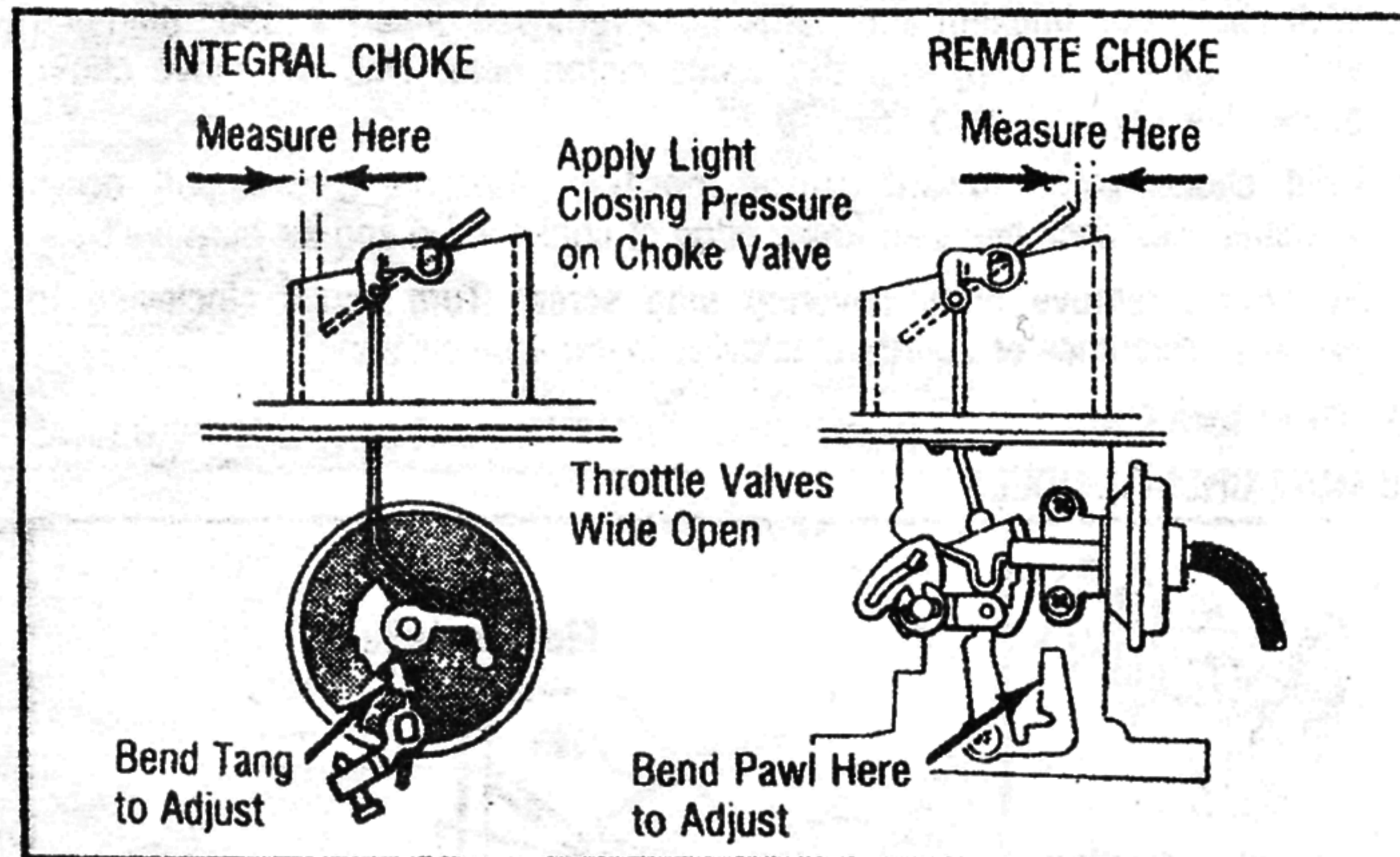


Fig. 14 Choke Unloader Adjustment

1. Hold throttle valves wide open. Apply light closing pressure on choke valve. See Fig. 14.
2. Measure choke unloader specified clearance between lower edge of choke valve and air horn wall (integral choke models) or between upper edge of choke valve and air horn wall (remote choke models).
3. To adjust, bend pawl on fast idle lever (integral choke models) or tang on throttle lever (remote choke models).

I. Automatic Choke

REMOTE CHOKE MODELS

1. Loosen lock nut. Using a screwdriver, turn assembly until mark on disc is aligned with specified mark on housing.
2. Tighten lock nut. Choke valve should be closed completely and be free to open with light finger pressure.

INTEGRAL CHOKE MODELS

1. Loosen 3 choke thermostat cover screws.
2. Rotate cover in "Rich" or "Lean" direction to align reference mark on cover with specified graduation on choke housing. Tighten cover screws.

J. Fuel Level (Wet Setting)

1. Position vehicle on a level surface. Start engine and warm to normal operating temperature to stabilize fuel level.
2. Stop engine and remove sight plug from float bowl. Fuel level should be even with base of sight plug hole (plus or minus 1/32"). See Fig. 15.
3. If fuel level is incorrect, loosen lock screw only enough to allow rotation of adjusting nut. Turning adjusting nut clockwise will lower fuel level and turning nut counterclockwise will raise fuel level. Turning nut 1/6 turn will change fuel level approximately 1/16".

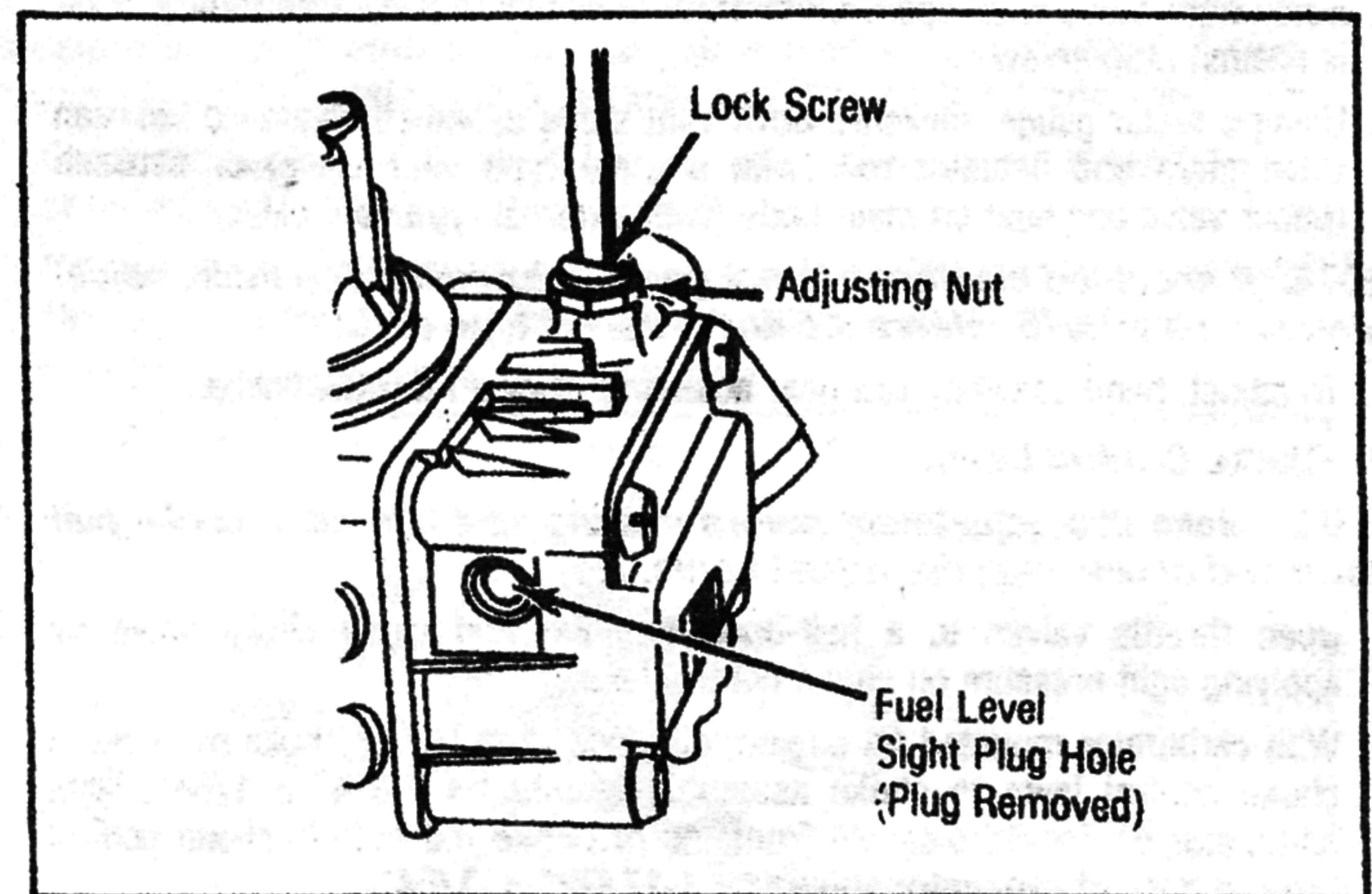


Fig. 15 Fuel Level Adjustment (Wet Setting)

4. After each adjustment, tighten lock screw and install sight plug. Start engine to stabilize fuel level again. Stop engine and recheck fuel level.
5. Follow same procedure when checking fuel level in secondary float bowl.

NOTE: When checking fuel level in secondary float bowl, accelerate engine and open secondary throttle valves by hand to stabilize fuel level.

K. Fast Idle Speed

NOTE: Refer to engine compartment decal for correct procedure and specifications. If no decal is present, proceed as follows:

TYPE A

1. Place fast idle screw on low step of fast idle cam.
2. Turn fast idle screw until it just touches the fast idle cam.
3. Back screw off fast idle cam amount specified. If no specified amount is given, back screw off 1/4 turn.

TYPE B

1. Place fast idle cam-follower on high step of fast idle cam.
2. Turn fast idle adjusting screw to obtain specified fast idle RPM.

NOTE: Some models will be equipped with a fast idle adjusting tang rather than a screw. On these models, insert a screwdriver in the slot in the tang and rotate lever to the left or right, as required, to produce specified fast idle RPM.

TYPE C

1. Open choke valve fully with hand control cable to position fast idle adjusting screw on lowest point of fast idle cam. Block choke plate fully open but do not restrict air flow.
2. Up to 1982, to adjust remove governor housing. Insert a .060" drill or gauge through hole in end of fast idle screw fitting. This will prevent it from turning. Rotate screw as required to produce specified fast idle cam to fast idle adjusting screw clearance. Replace governor housing.
3. Since 1982, insert adjusting wrench (part number J-10176) between governor housing and carburetor. Turn screw as required to set fast idle speed to specifications.

L. Curb Idle Speed

NOTE: If idle limiter caps have been removed, refer to Manufacturer's Service Manual for correct idle mixture procedure and specifications (air/fuel ratio).

1. Warm engine to normal operating temperature. Open choke valve fully.
2. With idle stop solenoid energized (if equipped) and air cleaner installed, set idle speed RPM as shown on engine compartment Emission Control Tune-Up Decal by turning curb idle adjusting screw.
3. Adjust idle mixture screws to obtain smoothest idle within range of limiter caps. Readjust curb idle speed screw as necessary.
4. De-energize idle stop solenoid and set low idle speed to specification on Emission Control Tune-Up Decal. Energize idle stop solenoid.

M. Dashpot

1. Warm engine to normal operating temperature and run at normal idle speed.
2. Fully depress dashpot stem. Measure specified clearance between end of stem and throttle lever. Specified clearance on all models is .070-.090".
3. To adjust, loosen lock nut and rotate dashpot. Tighten lock nut.