INSTALLATION INSTRUCTIONS

(Read the suggested instructions completely before removal and installation *of* unit)

General Statements

1. Disconnect negative battery cable from battery.
2. Use proper wrenches for holding one fitting against the other fitting.
3. **Make** sure *air* filter element is clean *or* replaced.

Diagnose before removal

1. Check *that* all electrical components *are* in good working order (spark plugs, ignition wires, pointers, coil, dwell settings etc.)
2. Check *for* leaking of vacuum lines. It is recommended that all vacuum lines be replaced due *to* high under- the-hood temperatures.
3. Check EGR valve operation; it must be closed when engine is cold. If engine is *not* cold, check TVS (thermal vacuum switch), fuel evaporation canister and *advance* mechanisms *for* leaks or clogs

Removal

1. Remove air cleaner and hoses - make diagram *of* hose routing *for* later installation.
2. Clean fuel line fittings with cloth and disconnect fuel lines, vacuum lines, PVC line, canister emission line (when so equipped) and remove all linkage. *Save* all fasteners *for* reuse. Note: It is important to purge the fuel lines of dirt and replace fuel filter. Fuel creates a scale *of* debris that remains present in all fuel lines. This foreign material is dislodged during carburetor removal and will cause flooding and rough running of new unit and consequently Void your *Warranty* .
3. Remove carburetor and flange gasket. Be sure the manifold mounting surface is free of any dirt or gasket material. First place a cloth in the manifold where carburetor mounts to *prevent* dirt or chips from entering the engine. Keep exposed ends of lines free from dirt.
4. Where required *remove* all studs, solenoids, and vacuum fittings from old carburetor and reinstall in re- manufactured carburetor.

Installation

This carburetor has been thoroughly bench-tested, flow metered and factory reset to run at original equipment settings. Compare it with the carburetor being replaced making sure both coincide with each other.

1. Make sure carburetor is mounted to manifold correctly, and that it has the proper manifold gasket so there are no vacuum leaks and hold-down bolts and nuts are tightened evenly.
2. If flooding occurs, tap gently on air horn over the fuel inlet area.
3. If flooding does not stop'. *pinch flexible line* to fuel pump- start engine and run until engine stalls. Release pinched flex line and restart engine. This will usually flush out the lodged particles.
4. Rough idle-check manifold tightness for vacuum leaks. One method is by spraying a solvent (non-volatile) along edge of manifold. If engine stumbles, you must tighten the intake manifold or replace gasket.
5. If rough idle persists, connect a vacuum gauge to a suitable vacuum source. In the *event* the needle is making big Jumps there is uneven pressure in the combustion chamber - this could be sticking valves or burnt valves also causing the problem. Vacuum gauge should read steady.
6. Check all vacuum hoses to see that they *are* connected to the correct part of the carburetor. Check both ends *of* vacuum hose *for* cracks. Replace *defective* hoses.
7. Hesitation on acceleration - it is possible that due to storage tim_e the accelerator pump cup can shrink, causing this problem. Normally, after 24 hours of operation on most vehicles, the pump will correct itself.
8. Check the exhaust heat *riser valve* for *proper* installation. This is essential for good carburetor performance.
9. Check PCV valve to make sure it is functioning properly. A plugged or leaking *valve* can cause engine as well as carburetor problems.
10. Make sure you have correct opening (dwe!ll. timing, spark plugs (right heat range and gap), condenser and wires make sure the hose tube to */JJC* is in place and working. Check both vacuum and centrifugal advance in the ' d1stnbutor for *proper* settings

Make sure all precautions have been taken to ensure re-manufactured carburetor has the chance to perform the way it was built Your part1c1pat1on and conscious commitment to excellence *are* key to customer satisfaction. Make final

adjustments after vehicle has been driven for at least 10 minutes (1dlrng alone will not do).

When in doubt or for any installation questions, call us toll free at 1 800 526 9952.