lining up the holes. Position the cover and the diaphragm over the return spring and onto the body. Install the cover retaining screws finger tight. Push the diaphragm assembly inward, and tighten the screws.

6. Position the dashpot actuating rod retaining clip over the hole in the dashpot lever with the tab side of the clip toward the carburetor barrel. Depress the tab, and insert the shorter end of the rod through the lever and clip. Release the tab when the rod is inserted.

7. Position the overtravel spring on the accelerating pump lever, and hook the tang of the spring on the lever. Position the overtravel lever and spring onto the throttle shaft, inserting the accelerating pump actuating rod and dashpot actuating rod into the two holes in the lever. Install the washer and retaining ring. Install the overtravel tension retaining pin in the throttle shaft. Pull the arm of the overtravel spring over the retaining pin to apply spring tension to the overtravel lever.

8. Position the spark valve gasket, if so equipped, over the spark valve, and install them into the lower body. Tighten the valve securely.

9. Install the idle mixture adjusting screw in the lower body. Turn the screw in until the head bottoms on the lower body. Back off the specified amount of turns. (See Specifications Section).

3 UPPER TO LOWER BODY ASSEMBLY

1. Place the ball check and the accelerating pump weight into the lower body accelerating pump outlet passage, and a ball check into the accelerating pump inlet passage.

2. If equipped with a dashpot, place a ball check into the dashpot inlet passage.

3. Position the main body gaskets onto the lower body. Position the upper body onto the lower body and install the body retaining screws.

4. Insert the fuel vent valve return spring, if so equipped, into the fuel vent passage. Install the vent valve rod retaining ring onto the rod. Insert the piston end of the fuel vent valve rod into the passage, and tap the retaining ring into the vent hole.

5. Position the fuel vent valve retaining clip over the hole in the actuating lever, with the tab side of the clip toward the carburetor air horn, and connect the rod to the actuating lever.

4 MANUAL CHOKE

1. Position the choke cable bracket assembly onto the lower body assembly, and install the stud.

2. Insert the threaded end of the choke shaft to cam lever rod through the cam lever swivel. Install the spring and adjusting nut onto the rod.

3. Position the rod end into the keyhole in the choke shaft lever; insert and turn counterclockwise.

4. Position the cam lever assembly over the stud, and install the retainer.

PART 5 ADJUSTMENTS

1 FLOAT

Remove the carburetor upper body. Turn it upside down. With a scale or gauge, measure the distance from the gasket surface of the upper body to the crown of the float (Fig. 12). Bend the float arm tab as necessary to obtain the correct dimension. (See Specifications Section).

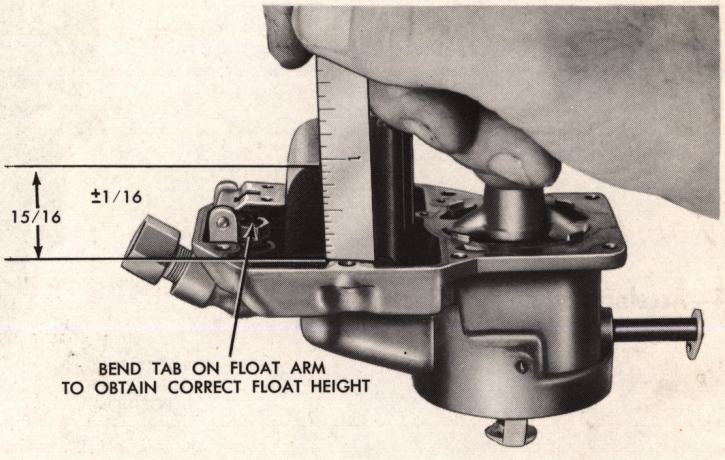


FIG. 12–Float Adjustment

2 VENT VALVE

Set the throttle linkage to the hot idle position. The groove in the vent valve rod (Fig. 13) should now be even with the open end of the vent valve rod retainer. Bend the arm on the vent valve rod actuating lever where it contacts the accelerating pump lever to align the groove with the edge of the bore.

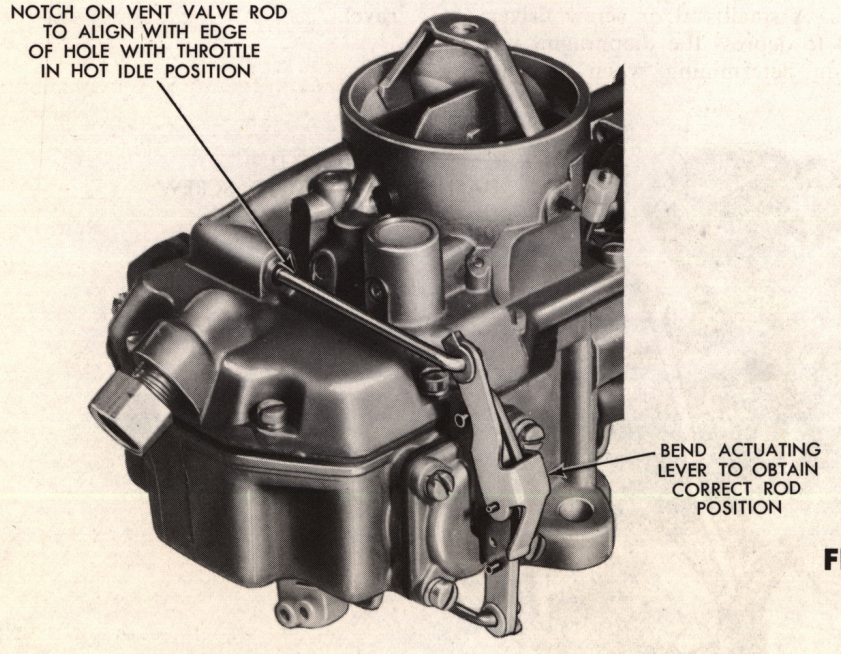


FIG. 13–Float Bowl Vent Valve Adjustment

3 ACCELERATING PUMP

Position the throttle and choke linkage and adjustments so the throttle plate (Fig. 14) will seat in the throttle bore. Bend the accelerating pump actuating rod to obtain the specified clearance between the pump cover and the roll pin in the pump lever. The correct size Allen wrench may be used as a gauge.

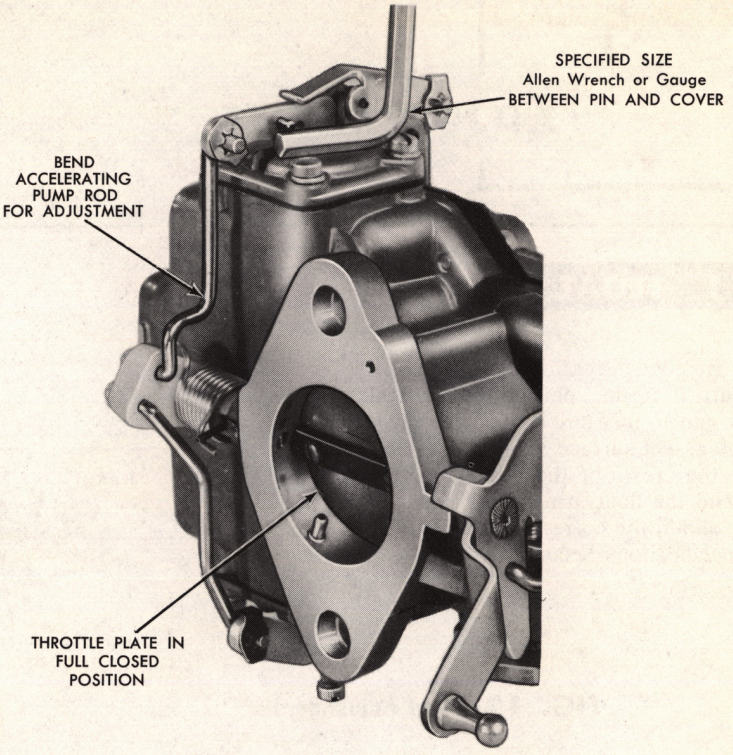


FIG. 14—Accelerating Pump Adjustment

4 DASHPOT

Adjust the throttle position to the hot idle setting (Fig. 15). Turn the dashpot adjusting screw in until it contacts the diaphragm. Turn the screw in the specified number of turns. A small rod or screw driver, used to depress the diaphragm, will aid in determining when the diaphragm has reached the limit of its travel.

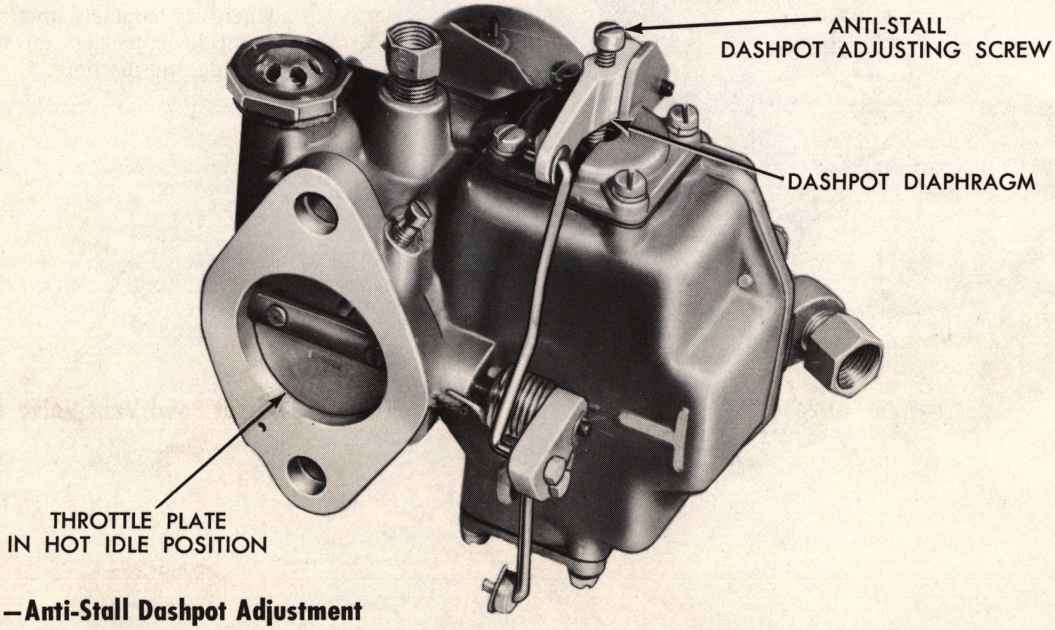


FIG. 15—Anti-Stall Dashpot Adjustment

5 MANUAL CHOKE

Place the choke linkage in the full choke position (Fig. 16). Insert a drill or a gauge of the specified size between the long side of the choke plate and the inside of the air horn. Maintaining the full choke position, adjust the choke pulldown nut to just contact the swivel on the cam lever.

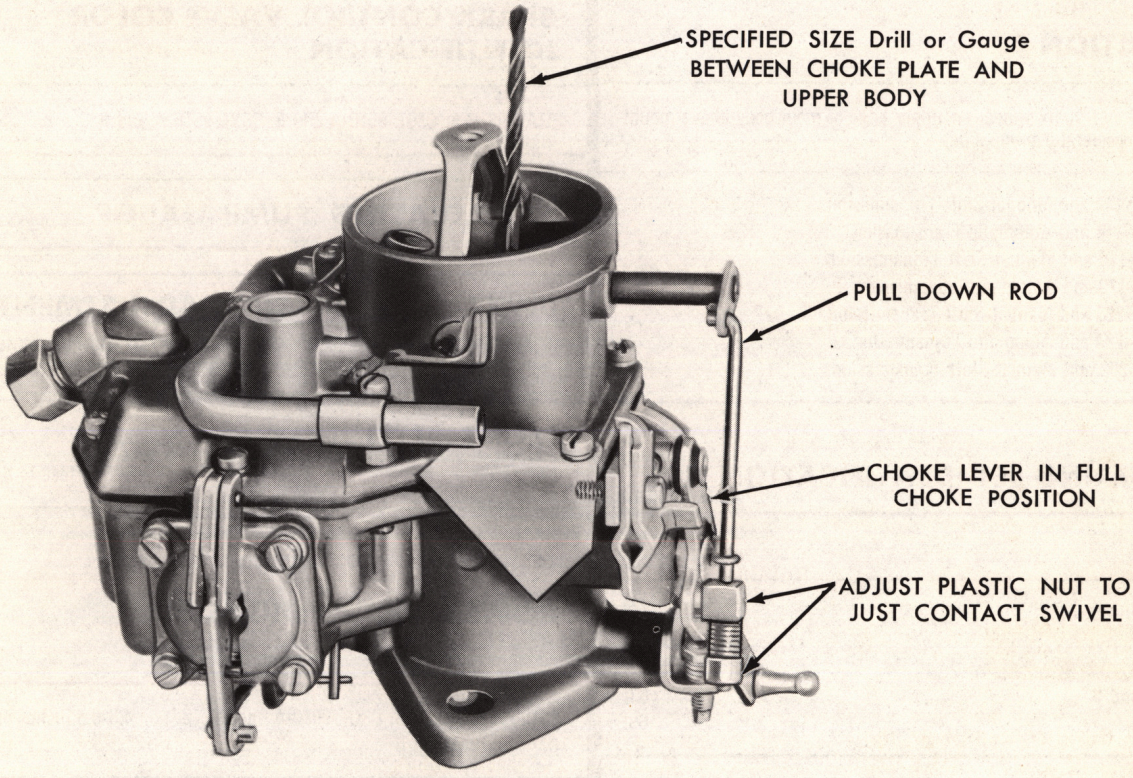


FIG. 16—Manual Choke Pull-Down Tension Adjustment

PART 6 SPECIFICATIONS

IDENTIFICATION

Part No. Prefix and Suffix appear on upper edge of main body above mounting stud hole (accelerator pump side).

C3DF-9510-A—144 and Manual-Shift Transmission.
C3DF-9510-B—144 and Automatic Transmission.
C30F-9510-A—170 and Manual-Shift Transmission.
C30F-9510-B—170 and Automatic Transmission.
C3AF-9510-A—223 and Manual-Shift Transmission.
C3AF-9510-B—223 and Automatic Transmission.
C3TF-9510-E—262 and Manual-Shift Transmission.

MAIN METERING JET IDENTIFICATION NO.

0-5,000 feet	
C3DF-9510-A and B	53F
C30F-9510-A	59F
C30F-9510-B	57F
C3AF-9510-A and B	63F
C3TF-9510-E	69F
5,000-10,000 feet	
C3DF-9510-A and B	51F
C30F-9510-A	57F
C30F-9510-B	55F
C3AF-9510-A and B	61F
C3TF-9510-E	67F
10,000-15,000 feet	
C3DF-9510-A and B	49F
C30F-9510-A	55F
C30F-9510-B	53F
C3AF-9510-A and B	59F
C3TF-9510-E	65F

VENTURI SIZE

C3DF-9510-A and B	1-1/64″
C30F-9510-A and B	1-7/64″
C3AF-9510-A and B	1-13/64″
C3AF-9510-C and D	1-7/64″
C3TF-9510-E	1-13/64″

SPARK CONTROL VALVE COLOR IDENTIFICATION

C3AF-9510-A, C3GF-9510-A and B, C3YF-9510-A and B.....plain

ACCELERATING PUMP GAUGE .....3/16″

INITIAL IDLE MIXTURE ADJUSTMENT

.....7-8½ turns from full bottom

FLOAT SETTING

.....1″ from gasket surface to float crown

POWER VALVE OPENS AT

C3DF-9510-A and B, C30F-9510-A and B	4.5-6.5 inches of Mercury
C3AF-9510-A and B	5.5-7.5

DASHPOT...3½ turns in from screw just touching diaphragm button.

MANUAL CHOKE DRILL SIZES

144 engine	21/64″
170 engine	29/64″
223 & 262 engine	5/16″

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