

1975-79 FUEL SYSTEMS

Carter Thermo-Quad 4-Barrel

CARBURETOR APPLICATION

CARTER THERMO-QUAD 4-BARREL

Application	Carter Carb. No.
1975	
360" V8	
Federal	TQ-9002S
Calif.	TQ-9004S
400" V8	
Federal	TQ-9046S
Calif.	TQ-9008S, TQ-9053S
440" V8	
Federal	TQ-9009S, TQ-9011S
Calif.	TQ-9010S, TQ-9012S
1976	
360" V8	
Federal	TQ-9002S
Calif.	TQ-9055S
400" V8	
Federal	TQ-9054S
Calif.	TQ-9074S
440" V8	
Federal	TQ-9058S, TQ-9066S
Calif.	TQ-9059S, TQ-9062S
1977	
360" V8	
Federal	TQ-9093S, TQ-9076S
Calif.	TQ-9076S
Canada	TQ-9093S
400" V8	
Federal	TQ-9077S, TQ-9080S
440" V8	
Federal	TQ-9078S, TQ-9080S, TQ-9101S
Calif.	TQ-9081S, TQ-9101S
Canada	TQ-9078S
1978	
318" V8	
Calif.	TQ-9147S
Canada	TQ-9137S
360" V8	
Federal	TQ-9104S
Calif.	TQ-9134S
Canada	TQ-9104S
400" V8	
Federal	TQ-9140S
Canada	TQ-9108S
440" V8	
Federal	TQ-9109S, TQ-9112S
Calif.	TQ-9110S, TQ-9148S
High Altitude	TQ-9110S
Canada	TQ-9111S, TQ-9112S
1979	
318" V8	
Calif.	TQ-9195S
360" V8	
Federal	TQ-9196S
Calif.	TQ-9198S, TQ-9202S

CARBURETOR IDENTIFICATION

Carburetor identification number is stamped on left rear foot of throttle body on vertical surface near bolt hole.

DESCRIPTION

The Thermo-Quad carburetor has 3 main parts: air horn, main body and throttle body. Air horn houses choke valve, air valve for secondaries, fuel inlet system (2 floats, inlet needles and seats), accelerating pump systems, primary boost venturi, vacuum controlled step-up piston and rods, low and high speed fuel metering

systems (secondary jets, fuel discharge nozzles, air bleeds and restrictions). 1978 and 1979 models also include an altitude or idle enrichment (air bleed) valve at the front of carburetor. Main body houses primary jets and is constructed of phenolic resin for cooler fuel temperatures. Throttle body houses throttle valves and linkage.

All Thermo-Quad carburetors installed on vehicles equipped with an EGR system have a venturi vacuum port on the side of the carburetor. This is the only vacuum port located in the main body. All other vacuum pickup points are located in the throttle body.

TESTING

SOLENOID BOWL VENT VALVE

1978-79 Only - 1) Disconnect hose to solenoid bowl vent diaphragm. Apply 15 in. Hg vacuum to diaphragm. While observing valve (down through air horn) turn ignition on.

2) Remove vacuum. Valve should remain down until ignition is turned off. If valve moved, diaphragm is leaking. If necessary, replace diaphragm.

IDLE ENRICHMENT VALVE

1978-79 Only - 1) Warm engine to normal operating temperature. Turn engine off and remove air cleaner. Install jumper wire between carburetor idle stop switch and ground. Connect a tachometer to engine.

2) Remove electrical and vacuum hose at idle enrichment solenoid. Start engine. Ensure fast idle screw is on lowest step of fast idle cam. Apply 15 in. Hg of vacuum to idle enrichment valve.

3) If speed increases, system is okay. If not, block inlet and note engine speed. If speed now increases, diaphragm is defective. If engine does not respond, air valve is stuck closed.

4) Clean valve and repeat steps 2) and 3). If speed still does not respond, replace idle enrichment valve.

ADJUSTMENT

Thermo-Quad carburetors have unique features which require extra caution during adjustments. Many carburetor components have at least 2 functions. Because of the separate nature of each function, separate but interrelated adjustments must be performed in proper sequence. Some of these adjustments will be necessary only if the carburetor is overhauled or disassembled. These adjustments must be made on a bench.

NOTE: For all on-vehicle adjustments not covered in this article, see appropriate TUNE-UP PROCEDURES article.

FLOAT LEVEL

1) Turn air horn up-side down. Place air horn gasket in position on air horn. Ensure floats are against seated needle valve. See Fig. 1.

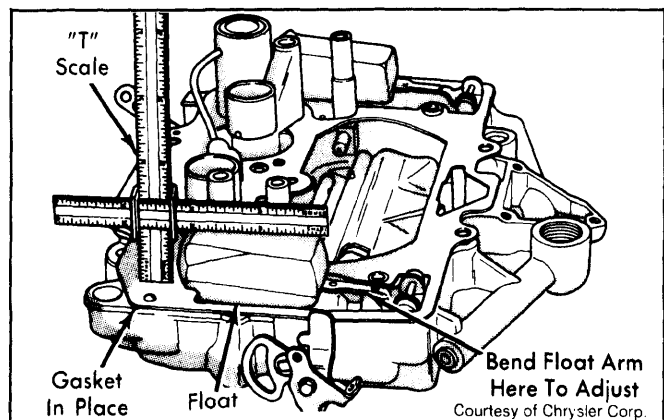


Fig. 1: Float Level Adjustment

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2) Measure float level specified clearance from bottom side of float to gasket surface. To adjust, bend float lever.

CAUTION: DO NOT allow lip of float lever to press against needle when adjusting. This will damage the needle and cause carburetor flooding and incorrect float level.

SECONDARY THROTTLE LINKAGE

- 1) Hold fast idle lever in curb idle position. Turn carburetor up-side down. Open throttle valves wide open.
- 2) Primary and secondary levers should both contact stops at the same time. To adjust, bend secondary throttle operating rod. *Fig. 2.*

NOTE: Check linkage for interference and smooth movement after bending linkage rod.

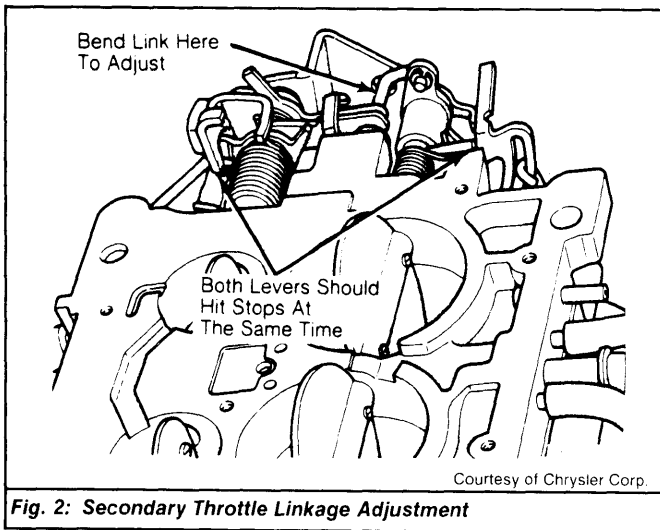


Fig. 2: Secondary Throttle Linkage Adjustment

SECONDARY AIR VALVE ALIGNMENT

Observe carburetor from directly above. See *Fig. 3.* With air valve in closed position, gap between air valve and air horn wall must be at its maximum and parallel with air horn gasket.

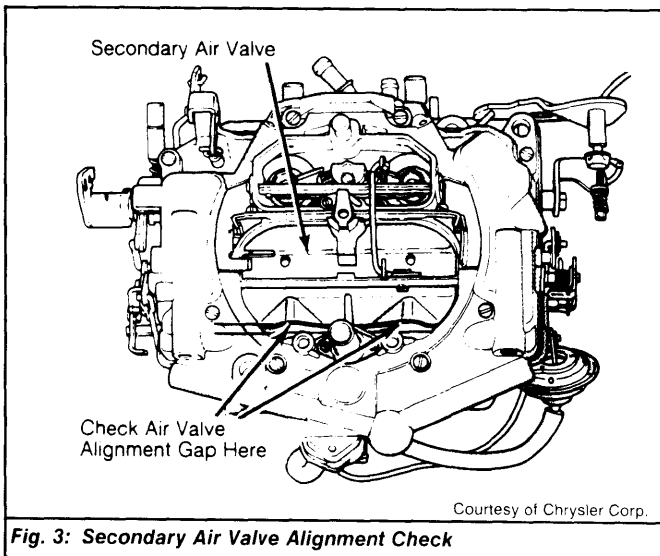


Fig. 3: Secondary Air Valve Alignment Check

SECONDARY AIR VALVE OPENING

1) Hold secondary air valve wide open. Measure specified gap between raised edge (short side) of air valve and air horn wall. See *Fig. 4.*

2) To adjust, bend short side of air valve with pliers until specified gap is obtained. Corner of air valve is notched to aid in adjustment.

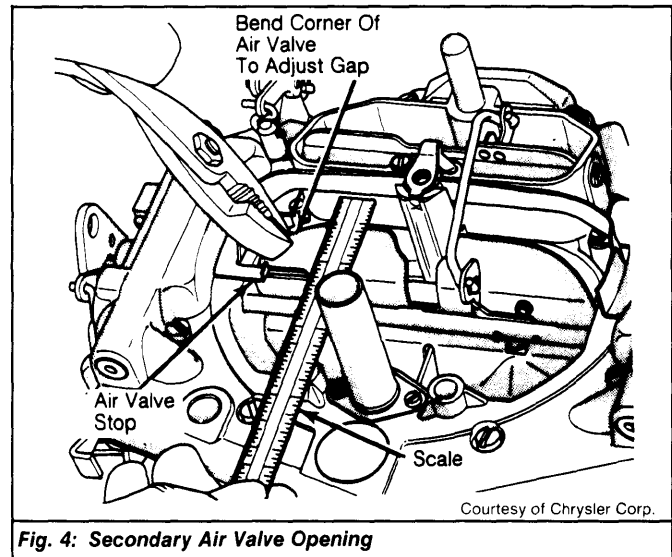


Fig. 4: Secondary Air Valve Opening

SECONDARY AIR VALVE SPRING TENSION

CAUTION: When performing this adjustment, hold air valve adjustment plug with screwdriver when loosening lock plug. If not, spring may snap out of position. This would require taking the carburetor apart to get the spring out.

- 1) Loosen air valve lock plug. Turn air valve adjustment plug clockwise. This allows air valve to move to wide open position. See *Fig. 5.*
- 2) Insert a long slender screwdriver through center of special air valve spring adjustment tool (C-4152-B).
- 3) With special tool positioned on air valve lock plug, turn adjustment plug counterclockwise until air valve lightly touches stop.
- 4) Lightly press air valve against stop with finger. Now turn adjustment plug additional 1 1/2 turns counterclockwise on 1978 or amount of specified turn(s). See CARBURETOR ADJUSTMENT SPECIFICATIONS table. Hold adjustment plug with screwdriver and tighten lock plug with special tool.

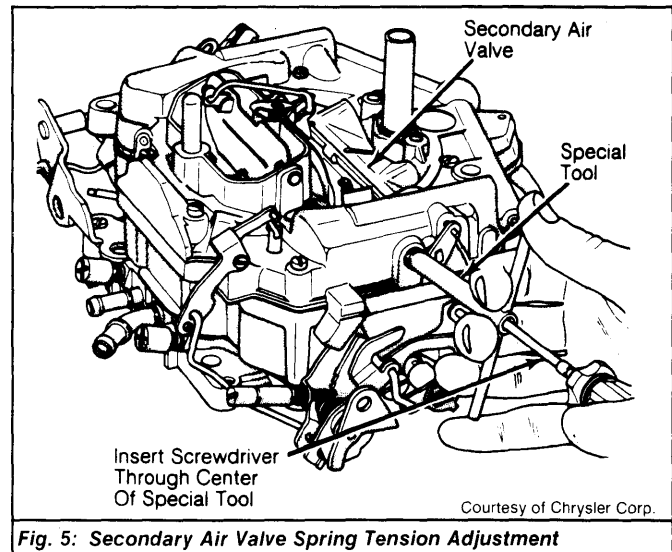


Fig. 5: Secondary Air Valve Spring Tension Adjustment

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CHOKE CONTROL LEVER

NOTE: If choke control lever adjustment is changed, vacuum kick, fast idle cam position and choke unloader adjustments must also be reset.

1) Place carburetor on a flat surface. Make sure bottom of throttle body is flush with flat surface and that flat surface extends out under choke control lever. See Fig. 6.

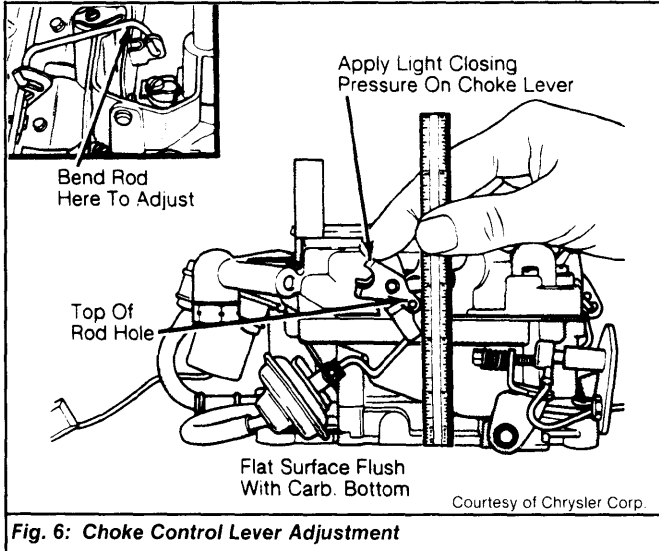


Fig. 6: Choke Control Lever Adjustment

2) With throttle partly open, push on choke lever to close choke. Measure vertical distance from top of rod hole in control lever to flat surface. This distance should be 3 3/8". To adjust, bend rod connecting both choke shafts.

CHOKE DIAPHRAGM CONNECTOR ROD

NOTE: If choke diaphragm connector rod adjustment is changed, vacuum kick adjustment must also be reset.

1) Ensure diaphragm is securely mounted to carburetor. Using an outside vacuum source, apply at least 15 in. Hg vacuum to diaphragm. Ensure diaphragm stem is fully seated. See Fig. 7.

2) Apply light opening (downward pressure) on secondary air valve. Measure specified clearance between air valve and stop. To adjust, bend connector rod at point shown.

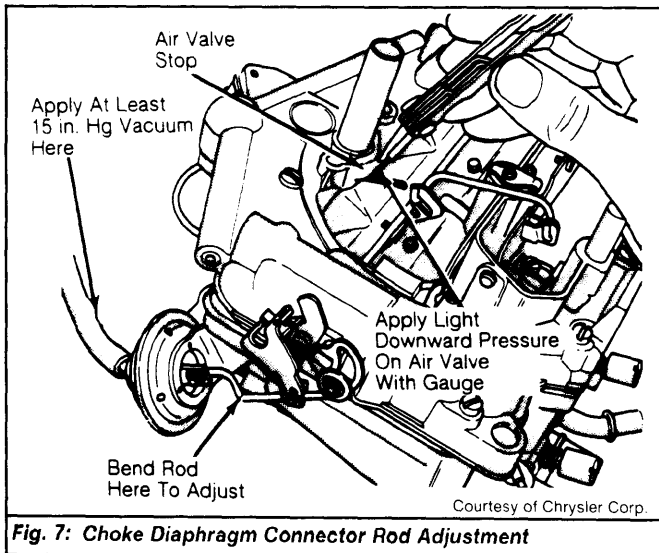


Fig. 7: Choke Diaphragm Connector Rod Adjustment

CHOKE VACUUM KICK

1) Open throttle and close choke. Now close throttle to trap fast idle cam at closed choke position. See Fig. 8.

2) Apply an outside vacuum source of at least 15 in. Hg to choke diaphragm. Apply enough closing force on choke control lever to move vacuum kick adjustment tang against stop without distorting linkage.

NOTE: If torsion spring is weak, it will easily be deflected. For correct adjustment, vacuum kick adjustment tang must be at stop.

3) Measure choke vacuum kick specified clearance between lower edge of choke valve and air horn wall at throttle lever side. Measurement can be checked using a specified drill or pin gauge.

NOTE: Make sure clearance does not change as drill or pin gauge is inserted or removed.

4) To adjust, insert screwdriver in slot in vacuum kick tang and twist. Do not adjust diaphragm rod. Check all linkage for freedom of movement. Reconnect vacuum hose to diaphragm.

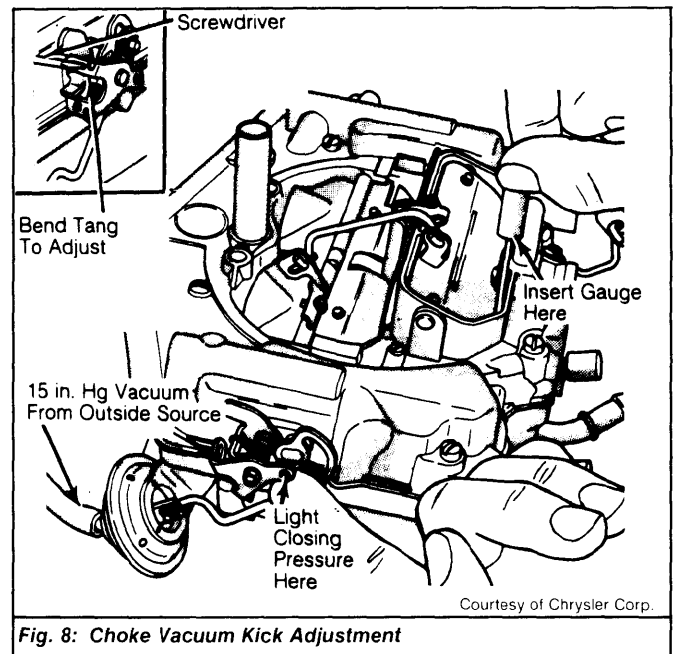


Fig. 8: Choke Vacuum Kick Adjustment

FAST IDLE CAM POSITION

NOTE: If fast idle cam position adjustment is changed, choke unloader and secondary throttle lockout adjustments must also be reset.

1) Position fast idle speed screw on second step of fast idle cam. Close choke valve by applying light closing pressure on fast idle lever. See Fig. 9.

2) Measure fast idle cam specified clearance between lower edge of choke valve and air horn wall. Measurement can be checked using a specified drill or pin gauge.

NOTE: Ensure clearance does not change as drill or pin gauge is inserted or removed.

3) To adjust, bend fast idle cam connector rod at point shown until specified clearance is obtained.

CHOKE UNLOADER

1) Open throttle valves wide open. Apply light closing pressure on fast idle cam lever to close choke valve. See Fig. 10.

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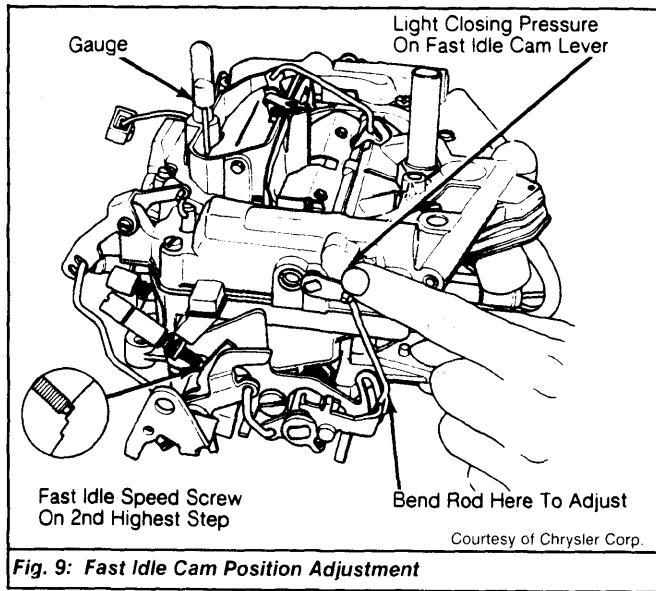


Fig. 9: Fast Idle Cam Position Adjustment

2) Measure specified clearance between lower edge of choke valve and air horn wall. Measurement can be checked using a specified drill or pin gauge.

NOTE: Make sure clearance does not change as drill or pin gauge is inserted or removed.

3) To adjust, bend tang on fast idle lever until specified clearance is obtained.

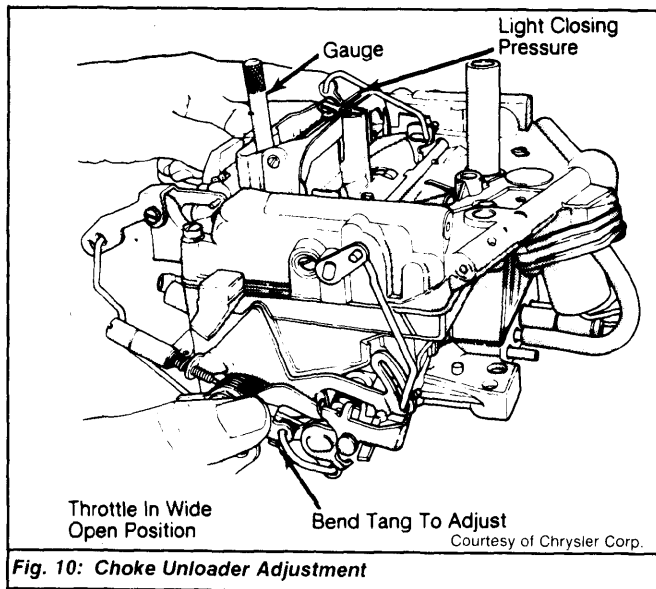


Fig. 10: Choke Unloader Adjustment

SECONDARY THROTTLE LOCK-OUT

1) Move fast idle control lever to wide open choke position. Measure specified clearance between lock-out lever and stop. Clearance can be checked using a specified drill or pin gauge. See Fig. 11.

2) To adjust, bend tang on lower end of fast idle control lever until specified clearance is obtained.

ACCELERATOR PUMP STROKE

NOTE: Accelerator pump stroke is determined by measurement of accelerator pump plunger height above air horn surface at curb idle. Carburetors with staged pump systems require a second height measurement at a throttle position related to a secondary throttle lock-out.

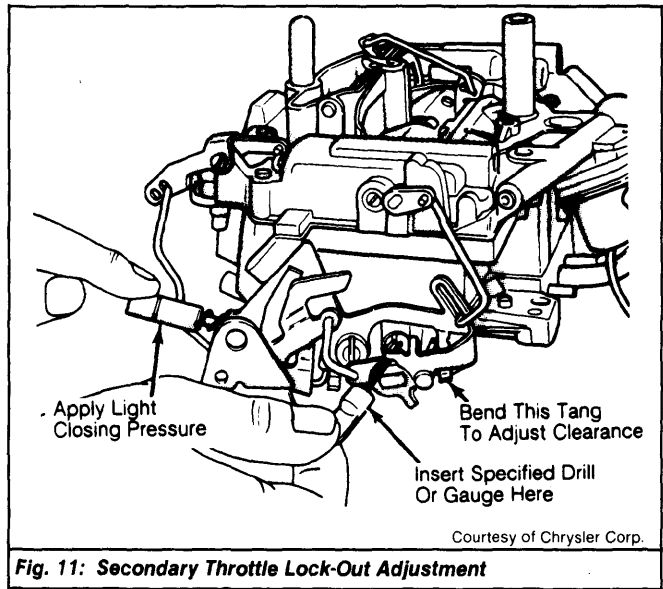


Fig. 11: Secondary Throttle Lock-Out Adjustment

First Stage - 1) Place throttle connector rod in specified hole of pump arm. Using a scale, measure height of accelerator pump plunger stem at curb idle (from stem top to air horn surface).

2) If measurement is not to specification, adjust plunger height by bending throttle connector rod. See Fig. 12.

Second Stage - 1) Open choke, then open throttle until secondary lock-out latch is just applied. Note that plunger downward travel stops at this point.

2) Using a scale, measure height of accelerator pump plunger. Adjust by bending tang as shown.

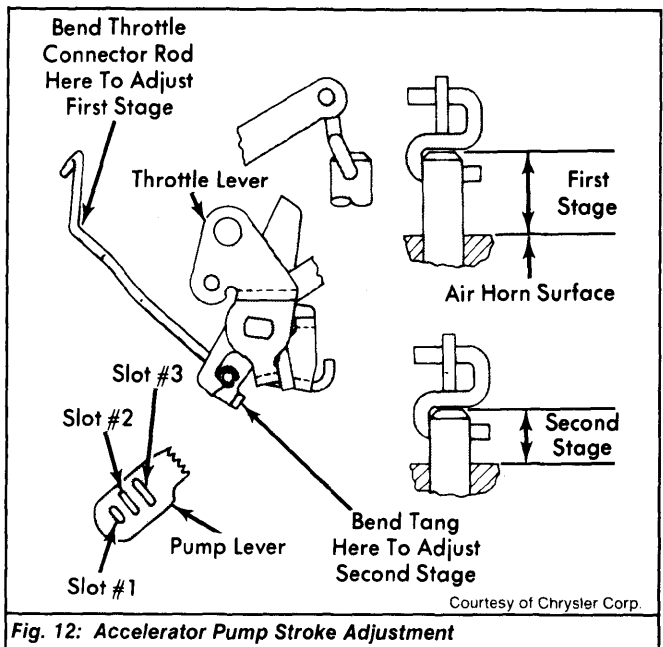


Fig. 12: Accelerator Pump Stroke Adjustment

THROTTLE POSITION TRANSDUCER

1978-79 - 1) Disconnect wiring from transducer. Loosen lock nut. Insert gauge tool (C-4522) between transducer and bracket.

2) Adjust Red coded transducer to .680-.690", Black coded transducer to .535-.545" or Blue coded transducer to .235-.245". Remove gauge tool and tighten lock nut.

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OVERHAUL

DISASSEMBLY

- Air Horn** - 1) Place carburetor on repair stand and remove altitude compensator (if equipped). Remove duty cycle solenoid and gasket.
2) If equipped, remove transducer and idle stop switch assemblies. Remove throttle connector rod and accelerator pump arm screw.
3) Disengage from pump rod "S" link and remove lever. Leave "S" link connected to pump rod.
4) Remove retainers and washer holding choke diaphragm connector rod to vacuum diaphragm and air valve lever. Remove retainer holding rod to choke countershaft.
5) Remove step-up piston cover plate and metering rod cover plates. Remove step-up piston and link assembly with step-up rods and piston spring.
6) Remove discharge pump nozzle housing and gasket. Turn carburetor up-side down and remove discharge check needle. Remove 10 bowl cover screws.

NOTE: 2 screws are located between choke valve and air horn wall.

- 7) Remove bowl cover with floats. Do not set down on float side. Remove float bowl from throttle body.
Bowl Cover - 1) Remove float lever pins. Lift out float assembly and mark for installation in original position.
2) Remove 2 needle valves from seats and mark for installation in original position. Using a wide-bladed screwdriver, remove needle valve seats and mark for installation in original position.
3) Remove secondary metering jets, plastic accelerator pump passage tube and bowl cover gasket. Remove pump rod "S" link.
4) Using a small rod placed on upper end of plunger shaft, tap with small hammer to remove accelerator pump plunger assembly.

NOTE: Use care not to damage plunger shaft hole in bowl cover. Place fingers under lower portion of pump cylinder to catch intake check seat, pump plunger and spring. Always install new check seat and plunger upon reassembly.

- 5) Remove "L" shaped fuel inlet hose. Remove inlet fitting and gasket. Remove solenoid bowl vent valve assembly.
Throttle Body - 1) Remove step-up actuating lever. Remove choke diaphragm and bracket assembly with hose. Do not place choke diaphragm assembly in carburetor cleaning solvent.

- 2) Carefully remove idle limiter caps. To remove idle mixture plugs, drill a 5/64" pilot hole at a 45 degrees angle toward plugs. Redrill hole to 1/8".
3) Drive plugs out with blunt punch. Remove idle mixture screws and springs. See Fig. 13.

NOTE: The carburetor vacuum fitting contains a small vacuum passage restriction. Clean with compressed air only.

CAUTION: Manufacturer does not recommend removal of throttle shafts or valves unless absolutely necessary. These parts are precisely adjusted at factory. The slightest misalignment upon reassembly would adversely affect carburetor operation between curb idle and about 30 mph.

- Main Body** - 1) Remove and discard primary "O" ring seals. Remove primary metering jets. Do not remove baffle plate from main body.

2) No further disassembly is recommended. Do not leave main body in carburetor solvent for a prolonged period of time.

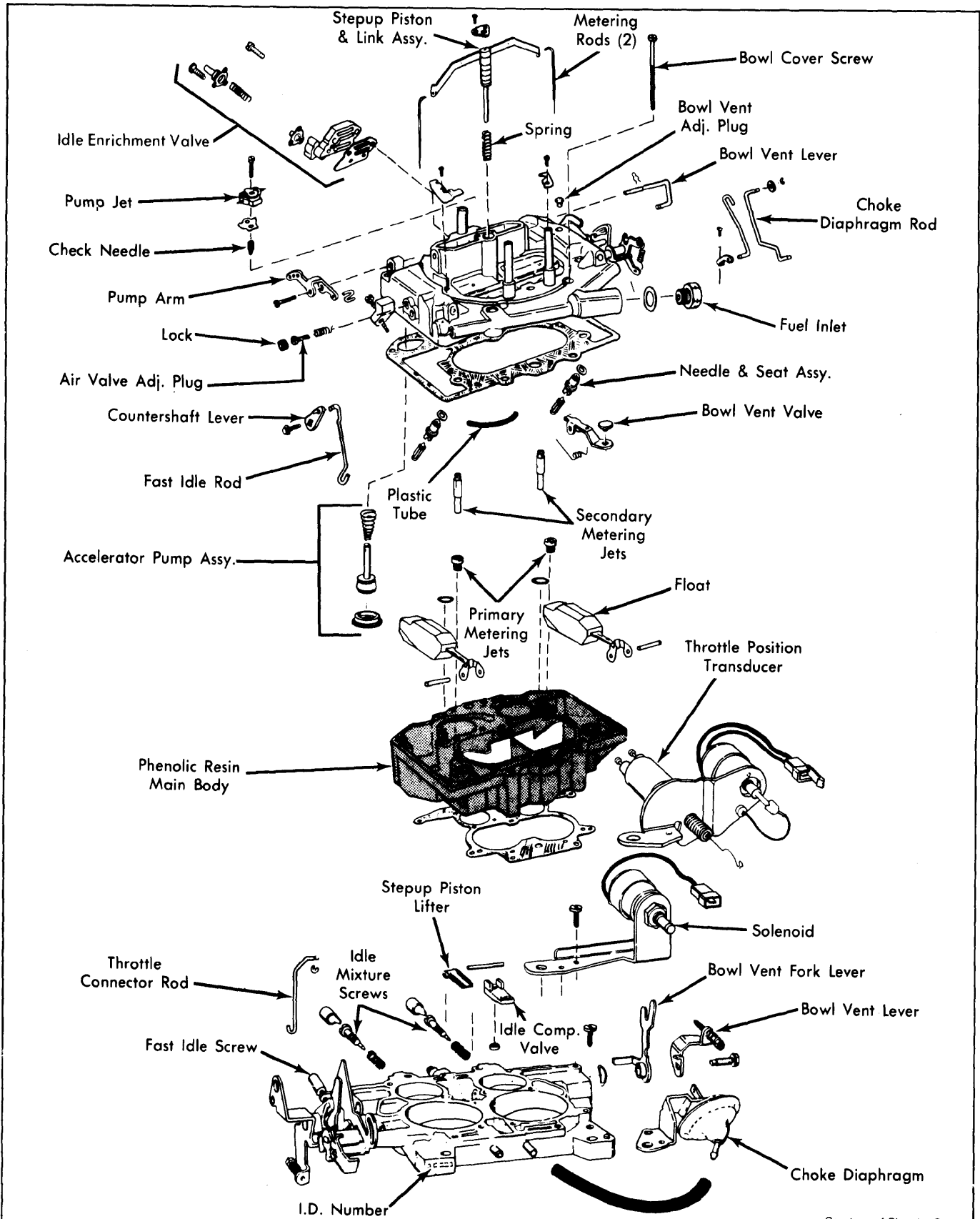
- Do not soak choke diaphragm or plastic parts in solvent.
- Do not leave main body in solvent for too long a time.
- Rinse parts with HOT water after using solvent. Blow dry with compressed air.
- Do not use wire, drill or any hard parts to clean passages.
- Be sure gasket holes match up and all parts are clean and ready for installation.

REASSEMBLY

To reassemble carburetor, reverse disassembly procedures, using new gaskets and seals. Make sure gaskets fit correctly and that all holes are punched through and correctly located. Also, note the following:

- 1) Install pump discharge check needle with point toward base of carburetor.
- 2) Install upper pump plunger spring in cylinder with large end first. Lubricate and install plunger, pushing stem through hole in casting.
- 3) Install "S" link with lower open end toward choke valve. Install pump arm and screw before installing pump intake check valve assembly.
- 4) When installing bowl cover, be sure bowl vent operating lever engages bowl vent actuating fork. Install 10 bowl cover screws. Tighten in steps to 36 INCH lbs. (4 N.m).

1975-79 FUEL SYSTEMS Carter Thermo-Quad 4-Barrel (Cont.)



Courtesy of Chrysler Corp.

Fig. 13: Exploded View of Carter Thermo-Quad Carburetor

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Carter Thermo-Quad 4-Barrel (Cont.)

1975 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Fast Idle Cam ② Position	Vacuum Kick ②	Accel. Pump Stroke③	Choke② Unloader Setting	Float Setting ③	Auto. Choke ④
	Hot①	Fast						
TQ-9004S	750	1600	.100"	.100"	35/64"	.310"	29/32"	.....
TQ-9002S	850	1600	.100"	.100"	35/64"	.310"	29/32"	.....
TQ-9048S	750	1800	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9008S	750	1800	.100"	.100"	35/64"	.310"	29/32"	.....
TQ-9053S	750	1800	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9009S	750	1600	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9010S	850	1600	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9011S	750	1600	.100"	.100"	35/64"	.310"	29/32"	.....
TQ-9012S	750	1800	.100"	.100"	31/64"	.310"	29/32"	.....

- ① Solenoid energized.
- ② Measured at lowest edge of choke plate.
- ③ Top of plunger to top of bowl cover with throttle closed.
- ④ Fixed setting. Controlled by electric assist.
- ⑤ Specifications given are for brass float. Specification for cellular float is 29/32".

UNIVERSAL CARBURETOR ADJUSTMENTS	
Application	Spec.
Bowl Vent Valve	① 13/16"
Choke Diaphragm Connector Rod .....	.040"
Secondary Air Valve Opening	1/2"
Secondary Air Valve Spring Tension.....	1 1/4 Turn
Secondary Throttle Linkage.....	②
Secondary Throttle Lockout.....	.060-.090"

① - Solenoid Disconnected.
② - Adjust so that primary and secondary both contact

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Fast Idle Cam② Position	Vacuum Kick ②	Acce/. Pump Stroke③	Choke② Unloader Setting	Float Setting	Auto. Choke ④
	Hot①	Fast						
TQ-9002S	850	1700	.100"	.100"	33/64" ⑤	.310"	29/32"	.....
TQ-9054S	850	1800	.100"	.100"	33/64" ⑤	.310"	29/32"	.....
TQ-9055S	750	1700	.100"	.100"	33/64" ⑤	.310"	29/32"	.....
TQ-9058S	750	1600	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9059S	750	1600	.100"	.100"	31/64"	.310"	29/32"	.....
TQ-9062S	750	1600	.100"	.100"	33/64" ⑤	.310"	29/32"	.....
TQ-9066S	750	1600	.100"	.100"	33/64" ⑤	.310"	29/32"	.....
TQ-9074S	750	1600	.100"	.100"	33/64" ⑤	.310"	29/32"	.....

- ① - Solenoid energized.
- ② - Measured at lowest edge of choke plate.
- ③ - Top of plunger to top of bowl cover.
- ④ - Fixed setting, controlled by electric assist.
- ⑤ - Second Stage - 5/16".

UNIVERSAL CARBURETOR ADJUSTMENTS	
Application	Spec.
Bowl Vent Valve	① 13/16"
Choke Diaphragm Connector Rod .....	.040"
Secondary Air Valve Opening	33/64"
Secondary Air Valve Spring Tension.....	1 1/4 Turn
Secondary Throttle Linkage.....	②
Secondary Throttle Lockout.....	.060-.090"

① - Solenoid Disconnected.
② - Adjust so that primary and secondary both contact

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Carter Thermo-Quad 4-Barrel (Cont.)

1977 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Fast Idle Cam ^① Position	Vacuum Kick ^①	Accel. Pump Stroke ^②	Choke ^① Unloader Setting	Float Setting ^③	Auto. Choke ^③
	Hot	Fast						
TQ-9076S	750	1700	.100"	.150"	.516"Ⓞ	.310"	.844"	.....
TQ-9077S	750	1400	.100"	.100"	.516"Ⓞ	.310"	.844"	.....
TQ-9078S	750	1400	.100"	.100"	.516"Ⓞ	.310"	.844"	.....
TQ-9080S	750	1200	.100"	.100"	.516"Ⓞ	.310"	.844"	.....
TQ-9081S	750	1600	.100"	.100"	.516"Ⓞ	.310"	.844"	.....
TQ-9093S	750	1500	.100"	.150"	.516"Ⓞ	.310"	.844"	.....
TQ-9101S	750	1600	.100"	.100"	.516"Ⓞ	.310"	.844"	.....

- ① — Measured at lowest edge of choke plate.
 ② — Top of plunger to top of bowl cover.
 ③ — Fixed setting, controlled by electric assist.
 ④ — Second Stage — .313" (TQ-9093S — .359").
 ⑤ — ± .031".

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Float Level	Sec. Air Valve Opening	Choke Control Lever	Choke Dia. Rod	Choke Vacuum Kick	Fast Idle Cam	Choke Unloader	Sec. Throttle Lockout	Accel. Pump Stroke	Bowl Vent Valve
	Hot	Fast										
TQ-9104S	①	1500	1 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.150"	.100"	.310"	.075"	3 ¹ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9108S	①	1400	2 ⁷ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₁₆ "Ⓞ	1 ³ / ₁₆ "
TQ-9109S	①	1400	2 ⁷ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9110S	①	1600	2 ⁷ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9111S	①	1400	2 ⁷ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9112S	①	1200	2 ⁷ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9134S	①	1500	2 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ¹ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9137S	①	1600	2 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ¹ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9140S	①	1500	2 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.150"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9147S	①	1600	2 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ¹ / ₆₄ "Ⓞ	1 ³ / ₁₆ "
TQ-9148S	①	1600	2 ⁹ / ₃₂ "	1/2"	3 ³ / ₈ "	.040"	.100"	.100"	.310"	.075"	3 ³ / ₆₄ "Ⓞ	1 ³ / ₁₆ "

- ① — See Emission Control Tune-Up Decal in engine compartment.
 ② — At CURB IDLE POSITION; Pump arm slot #1; See Secondary Stage Spec Table.
 ③ — At CURB IDLE POSITION; Pump arm slot #2; See Secondary Stage Spec Table.
 ④ — At CURB IDLE POSITION; Pump arm slot #3; See Secondary Stage Spec Table.

UNIVERSAL CARBURETOR ADJUSTMENTS

Application	Spec.
Bowl Vent Valve .....	.813"
Choke Diaphragm Connector Rod .....	.040"
Secondary Air Valve Opening	① .500"
Secondary Air Valve Spring Tension	② 1 ¹ / ₄ Turn
Secondary Throttle Linkage	③
Secondary Throttle Lockout .....	.060-.090"

① — TQ-9077S, TQ-9102S set to .484", TQ-9093S set to .531".

② — TQ-9076S, TQ-9077S & TQ-9102S: 1¹/₂ Turns.

③ — Adjust so that primary and secondary stops both contact at same time.

1975-79 FUEL SYSTEMS

Carter Thermo-Quad 4-Barrel (Cont.))

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level Setting	Secondary Air Valve		Choke Lever Setting	Choke Diaphragm Rod Setting	Choke Vacuum Kick	Fast Idle Cam Setting	Choke Unloader Setting	Secondary Throttle Lockout	Accelerator Pump			Throttle Position Transducer ②
		Opening Setting	Spring Tension ①							Hole Setting	1st Stage Setting	2nd Stage Setting	
TQ-9195S	$29\frac{1}{32}$ "	$3\frac{3}{8}$ "	2	$3\frac{3}{8}$ "	.040"	.100"	.100"	.310"	.075"	No. 2	$33\frac{3}{64}$ "	$5\frac{1}{16}$ "	.540"
TQ-9196S	$29\frac{1}{32}$ "	$1\frac{1}{2}$ "	2	$3\frac{3}{8}$ "	.040"	.100"	.100"	.310"	.075"	No. 1	$33\frac{3}{64}$ "	$5\frac{1}{16}$ "	.540"
TQ-9198S	$29\frac{1}{32}$ "	$1\frac{1}{2}$ "	2	$3\frac{3}{8}$ "	.040"	.100"	.100"	.310"	.075"	No. 1	$33\frac{3}{64}$ "	$5\frac{1}{16}$ "	.540"
TQ-9202S	$29\frac{1}{32}$ "	$1\frac{1}{2}$ "	2	$3\frac{3}{8}$ "	.040"	.100"	.100"	.310"	.075"	No. 1	$33\frac{3}{64}$ "	$5\frac{1}{16}$ "	.540"

① — Specification given is amount of turn Counterclockwise.

② — Three transducers are used. If transducer is coded black, adjust to $.540 \pm .005$ "; if transducer is coded red, adjust to $.685 \pm .005$ "; if transducer is coded blue, adjust to $.240 \pm .005$ ".