1975-79 FUEL SYSTEMS
Carter Thermo-Quad 4-Barrel Carburetor

1975-79 Chrysler Corp.
1975-76 & 79 International Harvester

CARBURETOR APPLICATION

CHRYSLER CORP.

Application	Carter Carb. No. Man. Trans.	Carter Carb. No. Auto. Trans.
1975-76		
440"		
Motor Home		
Federal		TQ-6545S
California		TQ-9036S
1977		
400"		
Motor Home		
Federal		TQ-6545S
California		TQ-9036S
		TQ-9096S
1978		
318"		
California	TQ-9123S	TQ-9124S
360"		
Federal		TQ-9104S
California	TQ-9125S	TQ-9126S
		TQ-9134S
High Altitude		TQ-9134S
400"		
Federal		TQ-9140S
		TQ-9182S
440"		
Federal		TQ-9110
		TQ-9112S
		TQ-9151S
		TQ-9180S
California		TQ-9148S
		TQ-9150S
		TQ-9153S
High Altitude		TQ-9110S
1979		
318"		
California	TQ-9228S	TQ-9223S
		TQ-9229S
360"		
Federal	TQ-9207S	TQ-9209S
	TQ-9226S	
California	TQ-9208S	TQ-9210S
	TQ-9224S	TQ-9222S
440"		
Federal		TQ-9211S
		TQ-9247S
California		TQ-9212S
		TQ-9248S

INTERNATIONAL HARVESTER CO.

Application	Carter Carb. No. Man. Trans.	Carter Carb. No. Auto. Trans.
1975-76 392"		
Federal	TQ-9027S	TQ-9027S
California	TQ-9028S	TQ-9028S
1979 345"	TQ-9128S	TQ-9128S

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.

TESTING

SOLENOID BOWL VENT VALVE

Chrysler Corp. (1978-79 Models) - 1) Disconnect hose to solenoid bowl vent diaphragm. Apply 15 in. Hg to diaphragm. While observing valve (down through air horn) turn ignition on. *See Fig. 1.* **2)** Remove vacuum. Valve should remain down until ignition is turned off. If valve moved, diaphragm is leaking. Replace diaphragm (if necessary).

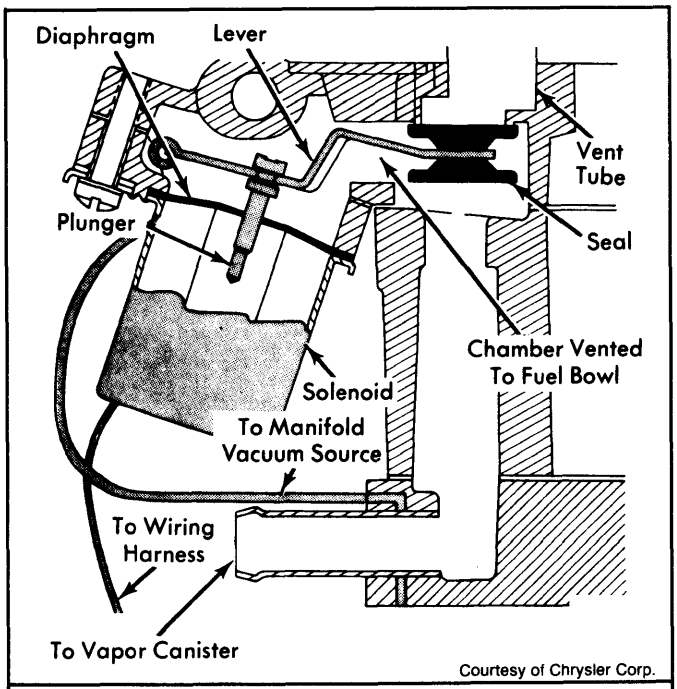


Fig. 1: Cutaway View of Solenoid Vent Valve

MECHANICAL BOWL VENT VALVE

International Harvester - Ensure curb idle speed is adjusted to specification. Remove idle vent plug from top of fuel bowl. *See Fig. 2.* Using a scale, measure bowl vent valve clearance. from top of fuel bowl cover casting to bowl vent valve. Clearance should be .815". If clearance is incorrect, beng operating lever. Install plug in fuel bowl cover.

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

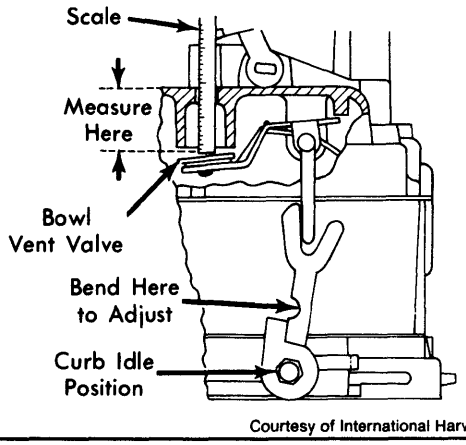


Fig. 2: Adjusting Mechanical Bowl Vent Valve

IDLE ENRICHMENT VALVE

Chrysler Corp. (1978-79 Models) - 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.

ADJUSTMENTS

Thermo-Quad carburetors require extra caution during adjustments. Many carburetor components have at least 2 functions. Because of the separate nature of each function, 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 article in TUNE-UP PROCEDURES section.

FLOAT LEVEL

Turn air horn upside-down. Place air horn gasket in position on air horn. Ensure floats are against seated needle valve. *See Fig. 3.* 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.

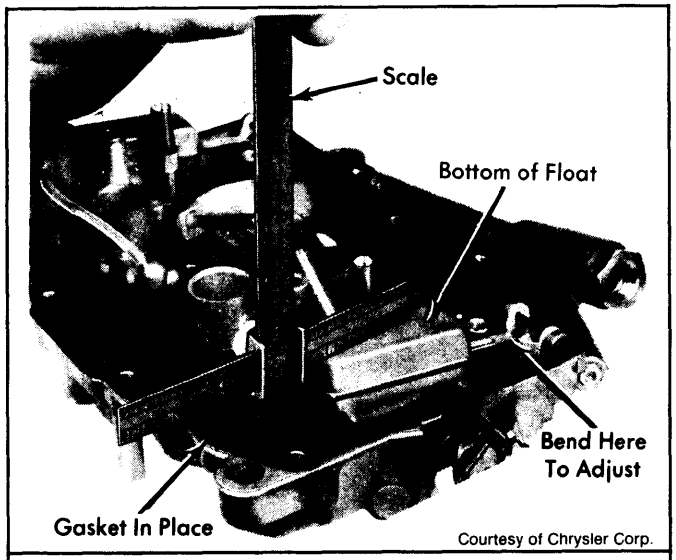


Fig. 3: Float Level Adjustment

SECONDARY THROTTLE LINKAGE

Hold fast idle lever in curb idle position. Turn carburetor upside-down. Open throttle valves wide open. Primary and secondary levers should both contact stops at the same time. To adjust, bend secondary throttle operating rod. *See Fig. 4.*

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

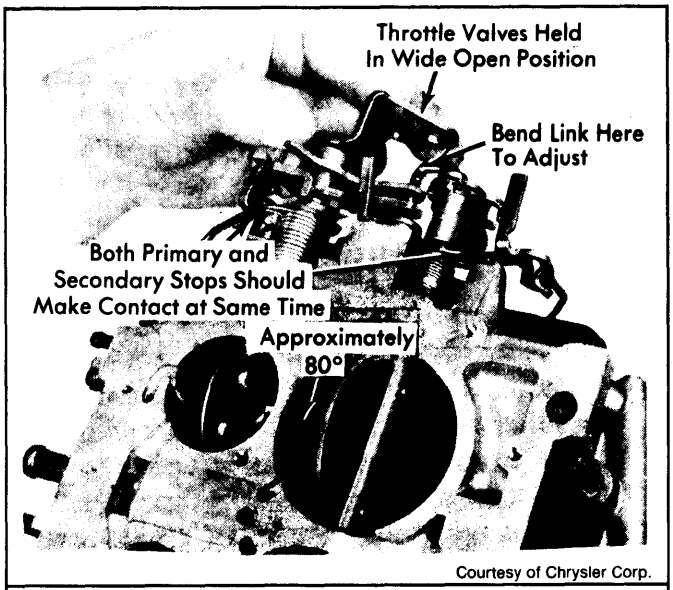


Fig. 4: Secondary Throttle Linkage Adjustment

SECONDARY AIR VALVE ALIGNMENT

Observe carburetor from directly above. *See Fig. 5.* 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.

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

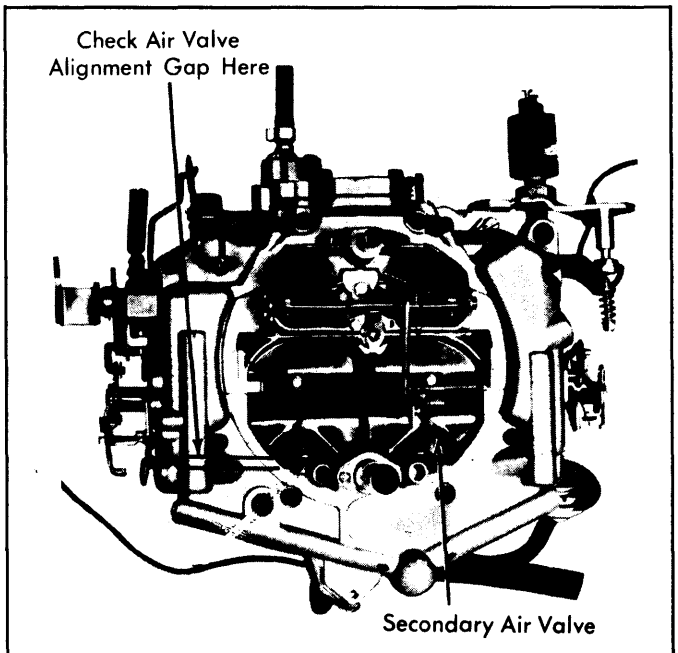


Fig. 5: Secondary Air Valve Alignment Check

SECONDARY AIR VALVE OPENING

Hold secondary air valve wide open. Measure specified gap between raised edge (short side) of air valve and air horn wall. *See Fig. 6.* 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.

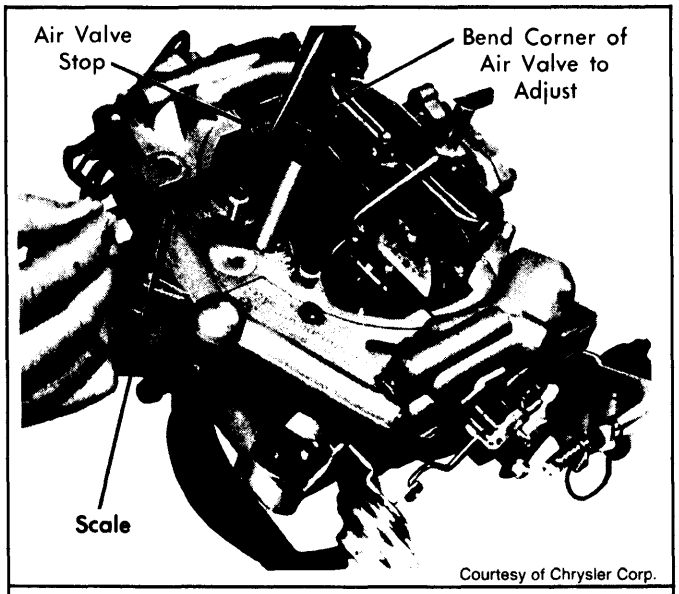


Fig. 6: Air Valve Gap Adjustment

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. 7.*

2) Insert a long slender screwdriver through center of Air Valve Spring Adjuster (C-4152-B). With adjuster positioned on air valve lock plug, turn adjustment plug counterclockwise until air valve lightly touches stop.

3) Lightly press air valve against stop with finger. Now turn adjustment plug an additional 1 1/2 turns counterclockwise on 1978 models, or amount of specified turn(s) noted in appropriate CARBURETOR ADJUSTMENT SPECIFICATIONS table. Hold adjustment plug with screwdriver and tighten lock plug with adjuster.

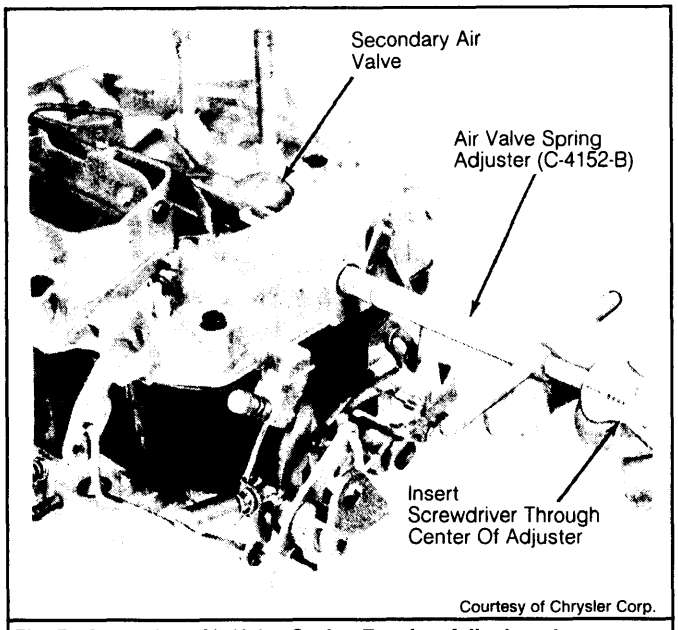


Fig. 7: Secondary Air Valve Spring Tension Adjustment

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. 8.*

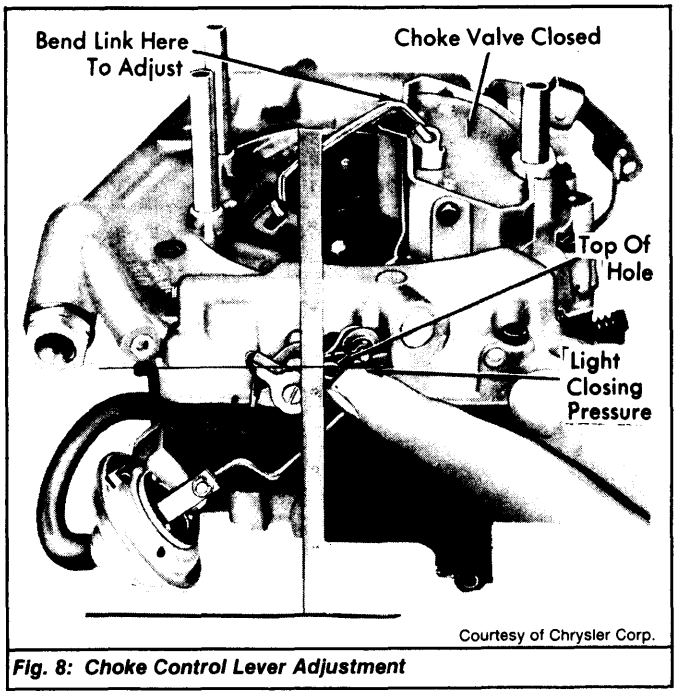


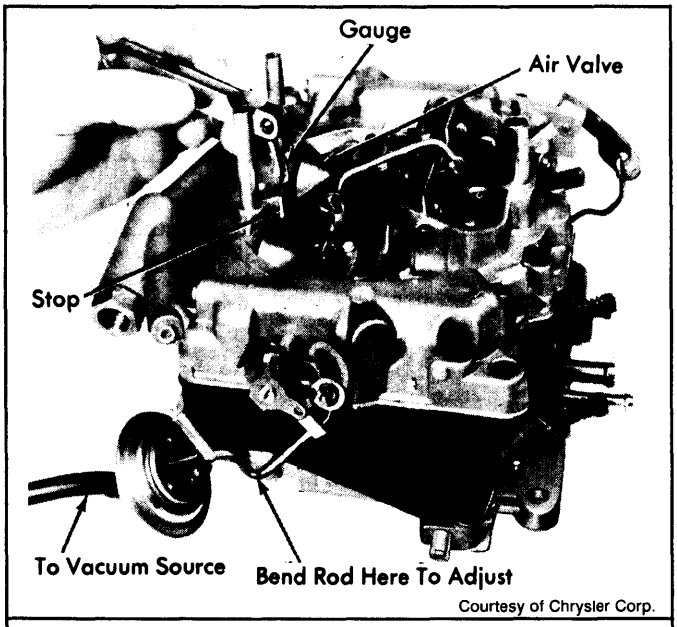
Fig. 8: Choke Control Lever Adjustment

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. 9.*
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.



Courtesy of Chrysler Corp.

Fig. 9: Choke Diaphragm Connector Rod Adjustment

CHOKE VACUUM KICK

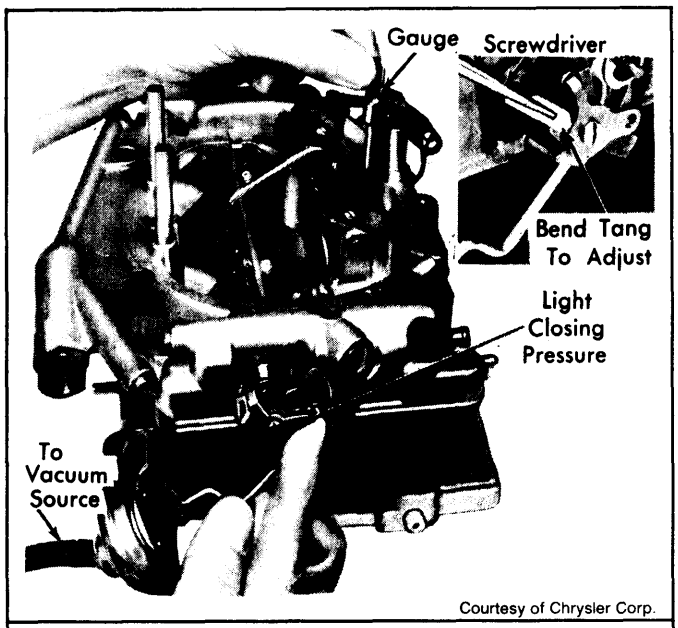
Chrysler Corp. - 1) Open throttle and close choke. Now close throttle to trap fast idle cam at closed choke position. *See Fig. 10.*
2) Apply an outside vacuum source of at least 15 in. Hg vacuum to choke diaphragm. Apply enough closing force on choke control lever to move vacuum kick adjustment tang 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.

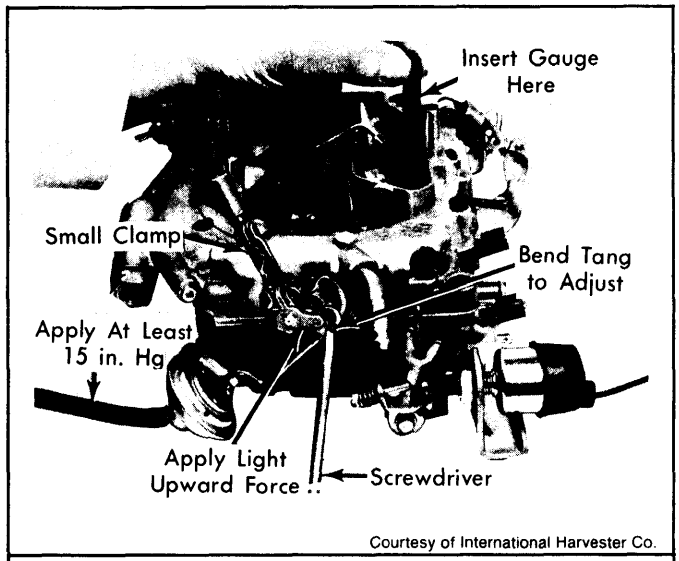
NOTE: Make sure clearance does not change as drill or pin gauge is inserted or removed.

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.
International Harvester (High Vacuum Kick) - 1) Open throttle valves and close choke. Release throttle valve to trap fast idle cam in closed choke position. Apply an outside vacuum source of at least 15 in. Hg vacuum to choke diaphragm. Attach a small clamp to choke levers. Apply a light upward force to choke lever. *See Fig. 11.*
2) Measure high vacuum kick specified clearance between lower edge of choke valve and air horn wall. Clearance should be .450". If clearance is not to specification, adjust choke lever tang.



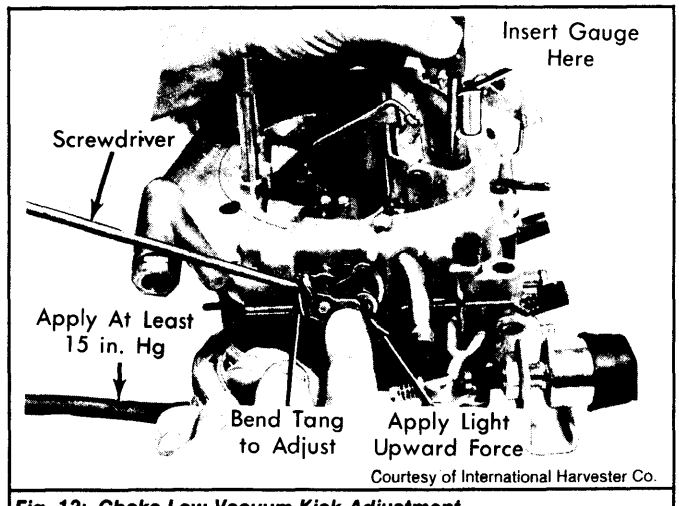
Courtesy of Chrysler Corp.

Fig. 10: Choke Vacuum Kick Adjustment



Courtesy of International Harvester Co.

Fig. 11: Choke High Vacuum Kick Adjustment



Courtesy of International Harvester Co.

Fig. 12: Choke Low Vacuum Kick Adjustment

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

International Harvester (Low Vacuum Kick) - 1) Remove clamp installed in high vacuum kick adjustment. Ensure 15 in. Hg vacuum is still applied. Apply light upward force to choke control lever to ensure fast idle speed screw is on top step of cam. *See Fig. 12.*
2) Measure low vacuum kick specified clearance between lower edge of choke valve and air horn wall. Clearance should be .245". If clearance is not to specifications, bend tang on end of choke lever.

CHOKE VACUUM PULL-OFF CONTROL

International Harvester - 1) Apply an outside vacuum source of at least 15 in. Hg vacuum to choke vacuum pull-off diaphragm. Apply a light upward force to choke lever.
2) Measure choke vacuum pull-off specified clearance between lower edge of choke valve and air horn wall. Clearance should be .860". If clearance is not to specification, bend choke vacuum pull-off diaphragm rod. *See Fig. 13.*

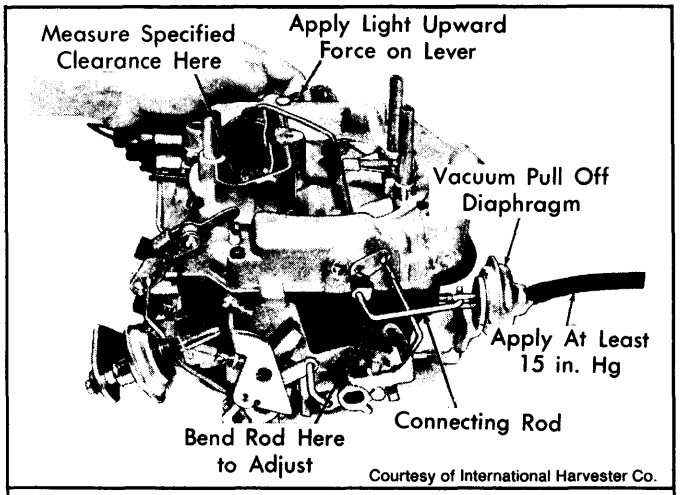


Fig. 13: Choke Vacuum Pull-Off Control Adjustment

FAST IDLE CAM POSITION

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

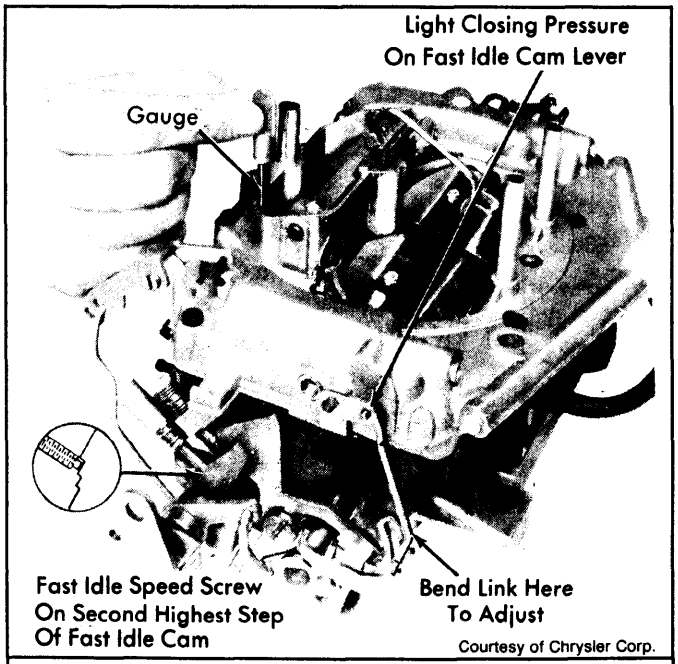


Fig. 14: Fast Idle Cam Position Adjustment

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. 14.*
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. 15.*
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.

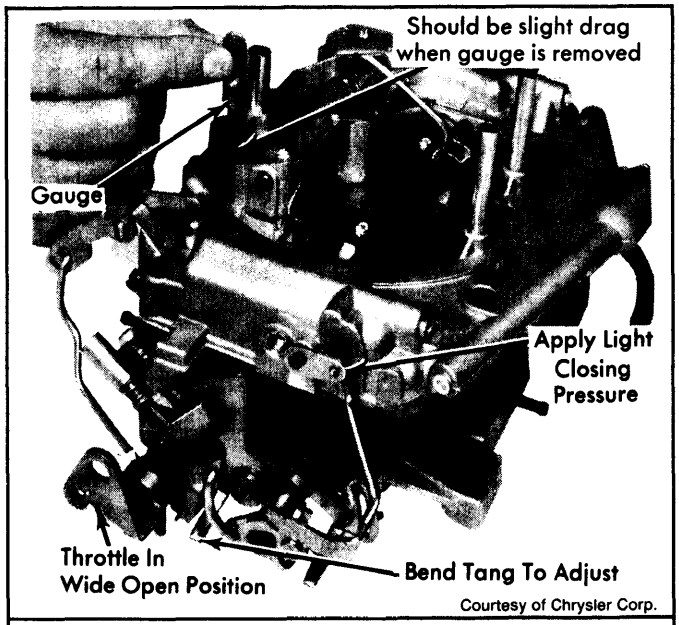
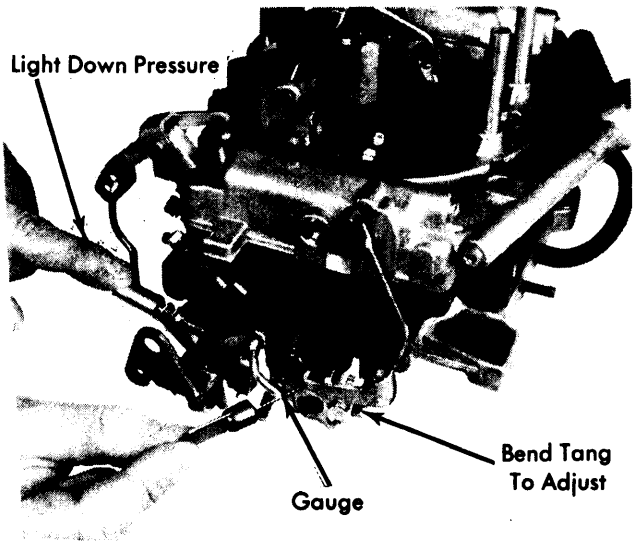


Fig. 15: Choke Unloader Adjustment

SECONDARY THROTTLE LOCKOUT

1) Move fast idle control lever to wide open choke position. Measure specified clearance between lockout lever and stop. Clearance can be checked using a specified drill or pin gauge. *See Fig. 16.*
2) To adjust, bend tang on lower end of fast idle control lever until specified clearance is obtained.

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



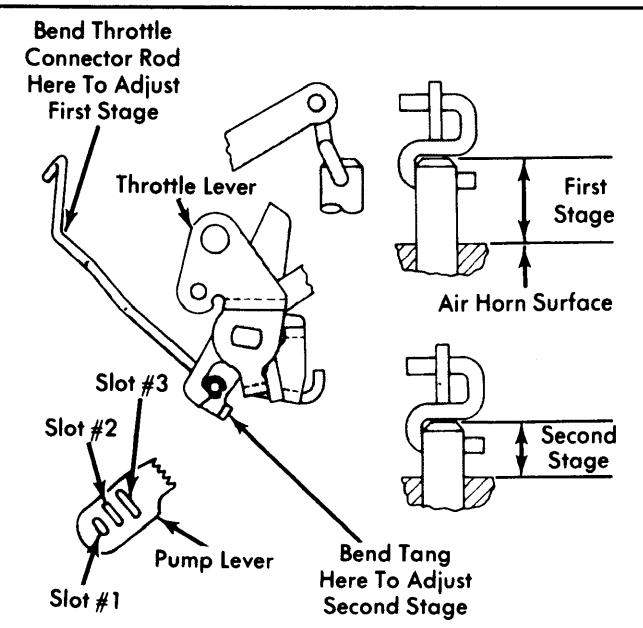
Courtesy of Chrysler Corp.

Fig. 16: Secondary Throttle Lockout Adjustment

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 lockout.

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. 17.*
Second Stage - 1) Open choke, then open throttle until secondary lockout 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.

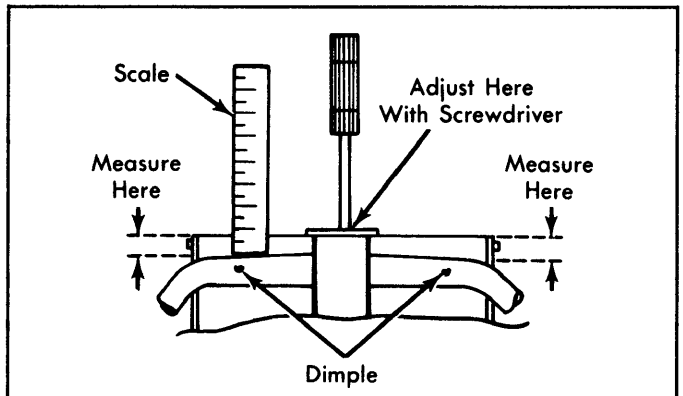


Courtesy of Chrysler Corp.

Fig. 17: Accelerator Pump Stroke Adjustment

METERING RODS

International Harvester - 1) Back throttle screw out completely to ensure throttle valves are closed. Open choke valve wide open. Insert a small screwdriver in slot of step-up piston and press piston down to stop.
2) Position a scale with edge in line with dimple in metering rod arm. *See Fig. 18.* Measure metering rod specified distance from top of carburetor to top of piston link.
3) Specified clearance is 15/32". If clearance is not to specification, turn adjustment screw with screwdriver until adjustment is correct.

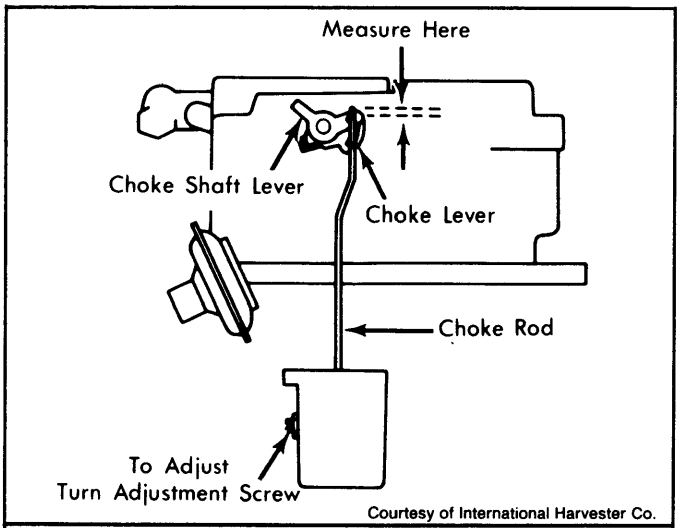


Courtesy of International Harvester Co.

Fig. 18: Adjusting Metering Rods

AUTOMATIC CHOKE

International Harvester - 1) Disconnect choke rod from choke shaft lever. Remove choke cover from thermostatic coil housing. *See Fig. 19.*
2) Open throttle and hold choke valve closed by pushing up on choke lever. Close throttle. Allow choke thermostatic spring to assume its free position. Lightly hold upper end of rod against choke shaft lever.
3) Measure specified distance from top of hole in choke shaft lever to top of choke rod. Distance should be .250". If distance is not correct, adjust by loosening lock nut on thermostatic spring choke shaft. Adjust screw to obtain proper distance. Tighten lock nut and install choke cover



Courtesy of International Harvester Co.

Fig. 19: Adjusting Automatic Choke

THROTTLE POSITION TRANSDUCER

Chrysler Corp. (1978-79 Models) - 1) Disconnect wiring from transducer. Loosen lock nut. Insert Gauge (C-4522) between transducer and bracket.

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

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

OVERHAUL

CARBURETOR

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 "S" link from lever 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 caburetor upside-down and remove discharge check needle. Remove 10 bowl cover screws. Remove bowl cover with floats. Do not set down on float side. Remove float bowl from throttle body.

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

Disassembly (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 scewdriver, 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. Remove "L" shaped fuel inlet hose. Rremove inlet fitting and gasket. Remove solenoid bowl vent valve 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.

Disassembly (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 degree angle toward plugs. Redrill hole to 1/8". Drive plugs out with blunt punch. Remove idle mixture screws and springs. *See. Fig. 20.*

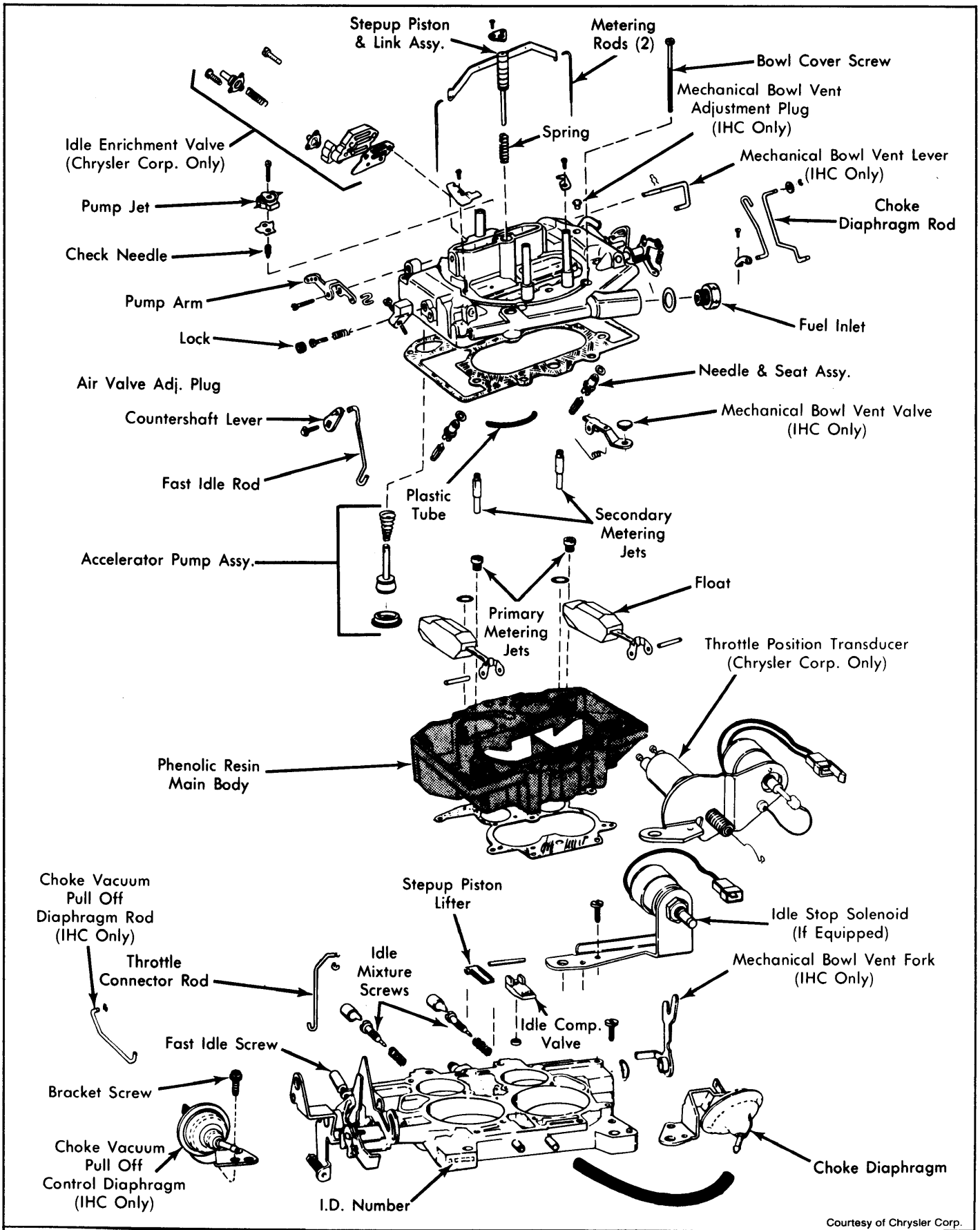
NOTE: Manufacturer does not recommend removal of throttle shafts or valves unless absolutely necessary. These parts are precisely adjusted at factory. The slightest misalignment upon reassembly would adversely affect carburetor operation between curb idle and about 30 mph.

Disassembly (Main Body) - Remove and discard primary "O" ring seals. Remove primary metering jets. Do not remove baffle plate from main body. No further disassembly is recommended. Do not leave main body in carburetor solvent for a prolonged period of time.

Cleaning & Inspection - 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 - 1) To reassemble carburetor, reverse disassembly procedures. Use new gaskets and seals. Make sure gaskets fit correcty and that all holes are punched through and correctly located. 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).

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



Courtesy of Chrysler Corp.

Fig. 20: Exploded View of Carter Thermo-Quad 4-Barrel Carburetor

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

1975 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No. ⑤	Idle Speed (Engine RPM)		Fast Idle Cam② Position	Vacuum Kick ②	Accel. Pump Stroke③	Choke② Unloader Setting	Float Setting	Auto. Choke ④
	Hot①	Fast						
Chrysler								
TQ-6545S	700	1700	.100″	.161″	.313″	.310″	.906″	1 NR
TQ-9036S	700	1700	.100″	.161″	.313″	.310″	.906″	Index
I.H.C.								
TQ-9027S	675	1575	.100″	.345″	.343″	.300″	④ 1.06″	1 NR
TQ-9028S	675	1575	.100″	.345″	.343″	.300″	④ 1.06″	1 NR

① — Refer to engine compartment Emission Control Tune-Up Decal.
② — High Break Setting. Low Break Setting is .200″
③ — Secondary is .188″ on Chrysler and .140″ on I.H.C.
④ — Specification given for brass float. On cellular float setting is .900″

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Fast Idle Cam② Position	Vacuum Kick ②	Accel. Pump Stroke③	Choke② Unloader Setting	Float Setting	Auto. Choke ④
	Hot①	Fast						
Chrysler								
TQ-6545S	700	1700	.100″	.160″	.484″	.310″	.906″	1 NR
TQ-9036S	700	1700	.100″	.160″	.484″	.310″	.906″	Index
I.H.C.								
TQ-9027S	675	1575	.100″	.345″	.343″	.300″	④ 1.06″	1 NR
TQ-9028S	675	1575	.100″	.345″	.343″	.300″	④ 1.06″	1 NR

① — Refer to engine compartment Emission Control Tune-Up Decal.
② — High Break Setting. Low Break Setting is .200″.
③ — Secondary is .389″ on Chrysler Corp. models and .140″ on IHC.
④ — Specification given for brass float. On cellular float setting is .900″.

1977 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM)		Fast Idle Cam Position	Float Level Setting	Accel. Pump Stroke	Sec. Air Valve Gap	Unloader Setting	Sec. Throttle Lock-Out	Choke Dia. Conn. Rod
	Hot	Fast							
Chrysler									
TQ-6545S									
A Models	①	1700	.100″	.844″	.500″②	.500″	.500″	.060-.090″	.040″
B,C & F									
Models	①	1700	.100″	.906″	.313″③	.500″	.500″	.060-.090″	.040″
D Models	①	1700	.100″	.844″	.313″③	.500″	.500″	.060-.090″	.040″
M Models	①	1700	.100″	.906″	.547″②	.500″	..313″	.060-.090″	.040″
TQ-9036S									
M Models	①	1700	.100″	.906″	.547″②	.500″	.310″	.060-.090″	.040″
TQ-9096S									
A Models	①	1700	.100″	.844″	.500″②	.500″	.500″	.060-.090″	.040″
B,C & F									
Models	①	1700	.100″	.906″	.313″③	.500″	.500″	.060-.090″	.040″
D Models	①	1700	.100″	.844″	.313″③	.500″	.500″	.060-.090″	.040″

① — See Emission Control Tune-Up Decal
② — At curb idle; .313″ at Secondary pick-up
③ — At curb idle; .188″ at Secondary pick-up

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

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carter Carb. No.	Idle Speed (Engine RPM) Hot	Idle Speed (Engine RPM) Fast	Fast Idle Cam Position	Float Level Setting	Accel. Pump Stroke	Sec. Air Valve Gap	Unloader Setting	Sec. Throttle Lock-Out	Choke Dia. Conn. Rod
Chrysler									
TQ-9104S	④	1500⑤	.100"	29/32	31/64⑥	.500"	.310"	.075"	.040"
TQ-9110S	④	1600⑤	.100"	27/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9112S	④	1200⑤	.100"	29/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9123S②	④	1600⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9124S①	④	1600⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9125S②	④	1700⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9126S①	④	1600⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9134S	④	1500⑤	.100"	29/32	31/64⑦	.500"	.310"	.075"	.040"
TQ-9140S	④	1500⑤	.100"	29/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9147S	④	1600⑤	.100"	29/32	31/64⑦	.500"	.310"	.075"	.040"
TQ-9148S	④	1600⑤	.100"	29/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9150S①	④	1400⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9151S③	④	1400⑤	.100"	29/32	33/64⑥	.500"	.500"	.075"	.040"
TQ-9153S	④	1600⑤	.100"	29/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9180S	④	1400⑤	.100"	27/32	33/64⑥	.500"	.310"	.075"	.040"
TQ-9182S	④	1500⑤	.100"	29/32	33/64⑥	.500"	.310"	.075"	.040"

① — Vacuum Kick is .100".
② — Vacuum Kick is .150".
③ — Vacuum Kick is .160".
④ — See Emission Control Decal.
⑤ — RPM after 500 miles.
⑥ — At curb idle; .313" at Secondary pick-up.
⑦ — At curb idle; .359" at Secondary pick-up.

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level Setting	Secondary Air Valve Opening Setting	Secondary Air Valve Spring Tension①	Choke Lever Setting	Choke Diaphragm Rod Setting	Choke Vacuum Kick	Fast Idle Cam Setting	Choke Unloader Setting	Secondary Throttle Lockout①	Accelerator Pump Hole Setting	Accelerator Pump 1st Stage Setting	Accelerator Pump 2nd Stage Setting	Throttle Position Transducer
Chrysler													
TQ-9150S	29/32"	1/2"	2	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	33/64"	5/16"	④
TQ-9151S	29/32"	1/2"	2	3 3/8"	.040"	.160"	.100"	.500"	.075"	③	33/64"	5/16"	④
TQ-9207S	29/32"	7/16"	2	3 3/8"	.040"	.150"	.100"	.310"	.075"	③	31/64"	23/64"	④
TQ-9208S	29/32"	7/16"	2	3 3/8"	.040"	.150"	.100"	.310"	.075"	③	31/64"	23/64"	④
TQ-9209S	29/32"	7/16"	2	3 3/8"	.040"	.150"	.100"	.310"	.075"	③	31/64"	23/64"	④
TQ-9210S	29/32"	7/16"	2	3 3/8"	.040"	.150"	.100"	.310"	.075"	③	31/64"	23/64"	④
TQ-9211S	29/32"	1/2"	1 1/2	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
TQ-9212S	29/32"	1/2"	1 1/2	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
TQ-9223S	29/32"	1/2"	3	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	11/32"	9/64"	④
TQ-9224S	29/32"	1/2"	3	3 3/8"	.040"	.100"	.100"	.310"②	.075"	③	5/16"	3/16"	④
TQ-9225S	29/32"	1/2"	2	3 3/8"	.040"	.100"	.100"	.310"②	.075"	③	5/16"	3/16"	④
TQ-9226S	29/32"	1/2"	2 5/8	3 3/8"	.040"	.100"	.100"	.310"	.075"	③	31/64"	23/64"	④
TQ-9228S	29/32"	3/8"	3	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
TQ-9229S	29/32"	3/8"	3	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
TQ-9247S	29/32"	7/16"	1 1/2	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
TQ-9248S	29/32"	7/16"	1 1/2	3 3/8"	.040"	.100"	.100"	.500"	.075"	③	31/64"	23/64"	④
IHC													
TQ-9128S	29/32"	17/32"	1 1/4	3 3/8"	.040"	⑤	.100"	.300"	.075"	③	11/64"	9/64"	.....

① — Specification given is amount of turn counterclockwise.
② — Adjust to .500" on "B" and "PB" (Van) Models:
③ — Place rod in center hole on 3 hole levers and in inner hole on 2 hole levers.
④ — Three transducers are used. If transducer is coded black, adjust to .540"±.005"; if transducer is coded red, adjust to .685"±.005"; if transducer is coded blue, adjust to .240"±.005".
⑤ — See Ajustment procedure.