

1981 Fuel Systems

CARBURETOR TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>No Start – Cold</p> <ul style="list-style-type: none"> • No fuel in carburetor bowl. • Choke binding, stuck closed, or improperly adjusted. • Clogged air bleeds or idle passages. • Choke vacuum diaphragm leaking. • Engine flooding (see flooding). <p>Hard Start – Cold</p> <ul style="list-style-type: none"> • Cold enrichment or choke system not functioning. • Incorrect choke adjustment. • Restricted choke vacuum and hot air passages. • Accelerator pump not functioning properly. • Leaking intake or carburetor gaskets. <p>Rough Idle – Cold</p> <ul style="list-style-type: none"> • Cold enrichment or choke system not functioning. • Vacuum leak. • Improper throttle stop adjustment. • Improper fast idle cam adjustment. • Choke linkage binding, throttle plates sticking. • Choke pulldown diaphragm leaking. <p>Stall, Hesitation, Stumble – Cold</p> <ul style="list-style-type: none"> • Accelerator pump not functioning. • Cold enrichment or choke system not functioning. • Low fuel pump volume. • Clogged fuel filter. • Power valve stuck closed. • Leaking or misaligned float. • Improper or obstructed main jets. • Choke plate improperly adjusted. <p>No Start – Hot</p> <ul style="list-style-type: none"> • No fuel in carburetor bowl. • Fuel lines vapor locked. • Cold enrichment or choke system not functioning. • Flooding or loading (see flooding). <p>Hard Start – Hot</p> <ul style="list-style-type: none"> • Cold enrichment or choke system not functioning. • Choke improperly adjusted. • Bowl vents plugged. • Flooding or loading (see flooding). • Restricted choke vacuum or hot air passages. • Leaking intake manifold or carburetor gaskets. 	<p>Rough Idle – Hot</p> <ul style="list-style-type: none"> • Cold enrichment or choke system not functioning. • Improper throttle stop adjustment. • Throttle plates stuck open. • Choke pulldown diaphragm not functioning. • Hot idle compensator stuck closed. • External vent blocked. • Improper idle adjustment. • Damaged tip on idle mixture screws. • Clogged air bleeds or idle passages. • Clogged or malfunctioning PCV system. • Improper fuel level in carburetor. • Vacuum leak. • Leaking carburetor gaskets. <p>Stall, Hesitation, Stumble – Hot</p> <ul style="list-style-type: none"> • Cold enrichment or choke system not functioning. • Vacuum leak at intake manifold, carburetor, or vacuum lines. • Weak or damaged accelerator pump. • Restricted air cleaner or exhaust system. • Low fuel pump volume. • Carburetor bowl vents plugged. • Clogged fuel filter. • Secondary throttle plate sticking open (4-Bbl.) • Power valve stuck closed. • Improper or obstructed main jets. <p>Stalls on Deceleration or Quick Stops</p> <ul style="list-style-type: none"> • Idle speed low. • Throttle positioner not functioning. • Venturi valve not functioning. • Clogged air bleeds or idle passages. • Leaking intake manifold or carburetor gaskets. <p>Hesitation or Stall on Acceleration</p> <ul style="list-style-type: none"> • EGR valve stuck open. • Weak or improperly adjusted accelerator pump. • Air valve sticking or binding (4-Bbl.). • Control vacuum regulator set high. • Secondary throttle plates sticking or binding (4-Bbl.). • Plugged accelerator pump discharge nozzle. • Restricted fuel filter. • Discharge nozzle gasket leaking. • Vacuum leaks. • Improper float setting. • Restricted exhaust system. • Main metering system plugged, contaminated fuel.

CARBURETOR TROUBLE SHOOTING (Cont.)

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>Reduced Top Speed/Power</p> <ul style="list-style-type: none"> ● Clogged or defective PCV system. ● Low fuel pump volume. ● Heat valve stuck. ● Plugged manifold heat passages. ● Binding throttle linkage. ● Restricted air cleaner or exhaust system. ● Incorrect float drop. ● Secondary throttle plates stuck open or not opening (4-Bbl.). ● Clogged fuel filter. ● Metering jets bent, dirty, or incorrect size. ● Power valve stuck closed. ● Throttle plate not opening fully. <p>Surge at Cruising Speed</p> <ul style="list-style-type: none"> ● Plugged or malfunctioning PCV system. ● Plugged fuel filter. ● Restricted air cleaner or exhaust system. ● Improper float level. ● Low fuel pump pressure or volume. ● Main metering jets dirty, loose, or wrong size. ● Contaminated fuel. ● Primary metering rods bent. ● Blocked air bleeds. <p>Engine Diesels (After Run)</p> <ul style="list-style-type: none"> ● Vacuum hoses off or leaking. ● Incorrect idle adjustment. ● Not coming off fast idle cam. ● Excessively lean idle mixture. 	<p>Flooding</p> <ul style="list-style-type: none"> ● Leaking float. ● Improper float level setting. ● Damaged fuel inlet. ● Float needle valve loose, sticking, or loose seat. ● Fuel pump pressure too high. ● Internal or cross circuit leakage. <p>Low Fuel Mileage</p> <ul style="list-style-type: none"> ● Accelerator pump discharge ball not seating. ● Power piston stuck or bent. ● Main metering jets plugged, loose, or improper size. ● Leaking carburetor gaskets. ● Poor driving habits. ● Choke linkage binding or maladjusted. ● Carburetor flooding or loading (see flooding). ● Fuel leaks other than at carburetor. <p>Evidence of Fuel Loss, or Fuel Vapor Ordor</p> <ul style="list-style-type: none"> ● Leaking fuel level sending unit or gasket. ● Leaking fuel filler or cap. ● Leaking fuel tank. ● Leaking fuel system to carburetor. ● Inoperative bowl vent valve. ● Damaged fuel vapor hoses or canisters.