

1982 Fuel Systems

CARBURETOR TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p style="text-align: center;">COLD STARTING SYMPTOM</p> <p>Engine Cranks but Will Not Start</p> <ul style="list-style-type: none"> ● Choke not closing (frozen). ● Choke linkage bending. <p>Engine Starts, Then Dies</p> <ul style="list-style-type: none"> ● Choke vacuum kick setting too wide. ● Fast idle RPM set too low. ● Incorrect fast idle cam index. ● Vacuum leak. ● Low fuel pump output. ● Low carburetor fuel level. <p>Engine Cuts Off Under Load After Starting</p> <ul style="list-style-type: none"> ● Choke vacuum kick setting incorrect. ● Fast idle cam index incorrect. ● Hot fast idle speed set at incorrect RPM. <p>Engine Starts, Runs Up, Then Idles Slowly With Black Smoke</p> <ul style="list-style-type: none"> ● Choke vacuum kick incorrect (too narrow). ● Fast idle cam index incorrect. ● Hot fast idle RPM too low. <p>Engine Starts but Dies Out When Key Is Released</p> <ul style="list-style-type: none"> ● Choke linkage binding or frozen. 	<p>Hesitation, Sag or Stall During Acceleration</p> <ul style="list-style-type: none"> ● Defective choke control switch. ● Choke vacuum kick setting incorrect. ● Float level incorrect (too low). ● Accelerator pump defective. Possible punctured diaphragm. ● Secondary throttles not closed. Secondary lockout adjustment incorrect. <p>Hesitation, Sag or Stall After First Mile of Warmup</p> <ul style="list-style-type: none"> ● Defective choke control switch. ● Defective accelerator pump (low output). ● Float level incorrect (too low). <p>Periodic Backfiring With Black Smoke</p> <ul style="list-style-type: none"> ● Plugged heat crossover system.
<p style="text-align: center;">HOT STARTING SYMPTOM</p> <p>Engine Cranks Over but Will Not Start</p> <ul style="list-style-type: none"> ● Engine flooded. High fuel level. ● Fuel vapors in carburetor bowl. <p style="text-align: center;">COLD ENGINE DRIVEABILITY SYMPTOM</p> <p>Engine Stalls When Put In Gear</p> <ul style="list-style-type: none"> ● Choke vacuum kick setting incorrect. ● Fast idle RPM incorrect. ● Fast idle cam index incorrect. 	<p style="text-align: center;">WARM ENGINE DRIVEABILITY SYMPTOM</p> <p>Hesitation With Small Amount of Gas Pedal Movement</p> <ul style="list-style-type: none"> ● Vacuum leak. Hose off or hooked to incorrect terminal or fitting. ● Accelerator pump weak or inoperable. ● Float level setting too low. ● Metering rods sticking or binding. ● Carburetor idle or transfer system plugged or partially obstructed. ● Frozen or binding heated air inlet (stuck in full hot or full cold position). Plugged sensor. <p>Hesitation With Heavy Gas Pedal Movement</p> <ul style="list-style-type: none"> ● Defective accelerator pump. ● Metering rod carrier sticking or binding. ● Large vacuum leak. ● Float level setting too low. ● Defective fuel pump, kinked lines or plugged filter. ● Air door setting incorrect.

NOTE — For additional carburetor trouble shooting information, see the appropriate article in **COMPUTERIZED ENGINE CONTROLS** Section. Information is provided there for diagnosing fuel system problems on vehicles with feedback carburetors.