

# 1982 Fuel Systems

## CARBURETOR TROUBLE SHOOTING

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

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## CARBURETOR TROUBLE SHOOTING (Cont.)

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