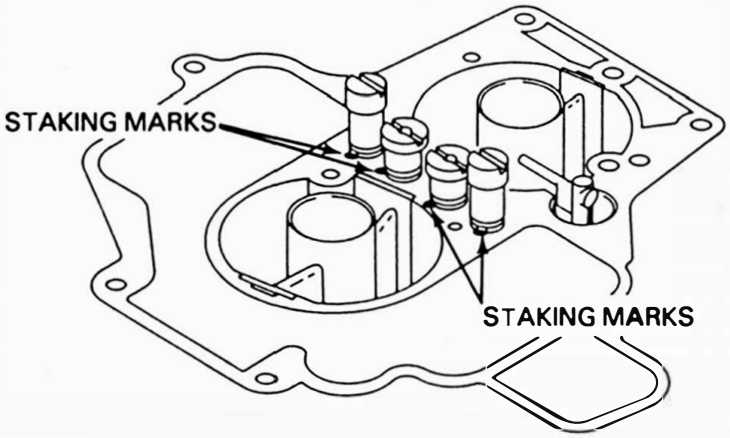
SERVICE INSTRUCTIONS 50-695-1
IDLE JET HOLDER AND MAIN WELL AIR BLEED ASSY.

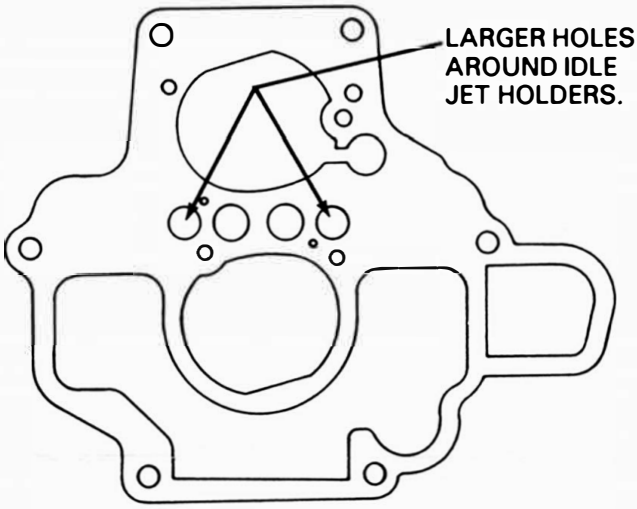
BEFORE ATTEMPTING TO REMOVE IDLE JET HOLDERS AND/OR AIR BLEED AND MAIN WELL TUBES, DO THE FOLLOWING:

EXAMINE THE FUEL BOWL SURFACE NEAR THE HOLDERS AND JETS TO DETERMINE IF THE FUEL BOWL CASTING HAS BEEN STAKED TO PREVENT LOOSENING OF THE HOLDERS AND JETS. REFER TO THE ILLUSTRATION BELOW FOR THE LOCATION OF THE STAKING.

IF THE HOLDERS AND JETS ARE STAKED, IT IS RECOMMENDED THAT THEY NOT BE REMOVED, AS DAMAGE TO THE BRASS THREADS WILL RESULT AND REQUIRE REPLACEMENT OF THE BRASS PARTS AND REPAIRS TO THE CASTING.

CLEANING OF THE MAIN BODY SHOULD BE DONE WITH A SPRAY ON TYPE CLEANER, AS IMMERSING THE MAIN BODY IN A CLEANING SOLUTION MAY CAUSE THE SOLUTION TO BECOME TRAPPED IN THE METERING BODY PASSAGES.



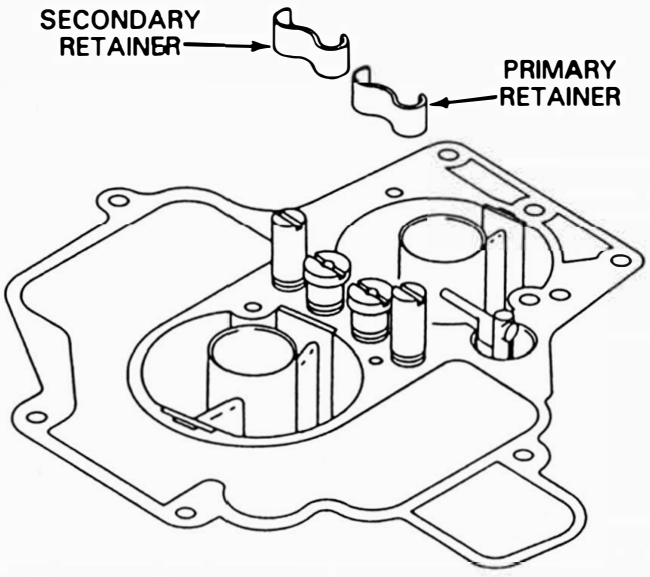


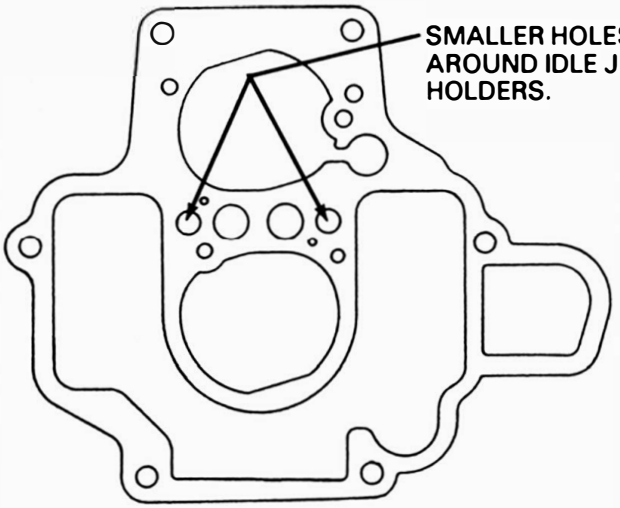
BOWL COVER GASKET
1978-1984 (USED WITH STAKED JETS)

PRODUCTION DESIGN CHANGE

LATE PRODUCTION 1984 CARBURETORS USE RETAINER CLIPS ON THE HOLDERS AND JETS INSTEAD OF STAKING. REFER TO THE ILLUSTRATION BELOW FOR PROPER INSTALLATION OF THE RETAINER CLIPS. **(NOT IN TUNE-UP KIT).**

WHEN THE RETAINER CLIPS ARE USED A NEW DESIGN GASKET MUST BE INSTALLED ON THE MAIN BODY CASTING BEFORE INSTALLING THE RETAINER CLIPS. SEE ILLUSTRATION. SEE DATA TABLE FOR CORRECT FLOAT LEVEL SETTING.





BOWL COVER GASKET
1984 & LATER (USED WITH CLIPS)

CAUTION: WHEN REINSTALLING THE IDLE AND MAIN WELL TUBE ASSEMBLIES, DO NOT OVERTIGHTEN, OR DAMAGE TO THE TUBES WILL RESULT. SEE "TORQUE SPECIFICATIONS" FOR CORRECT INSTALLATION TORQUE.

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