

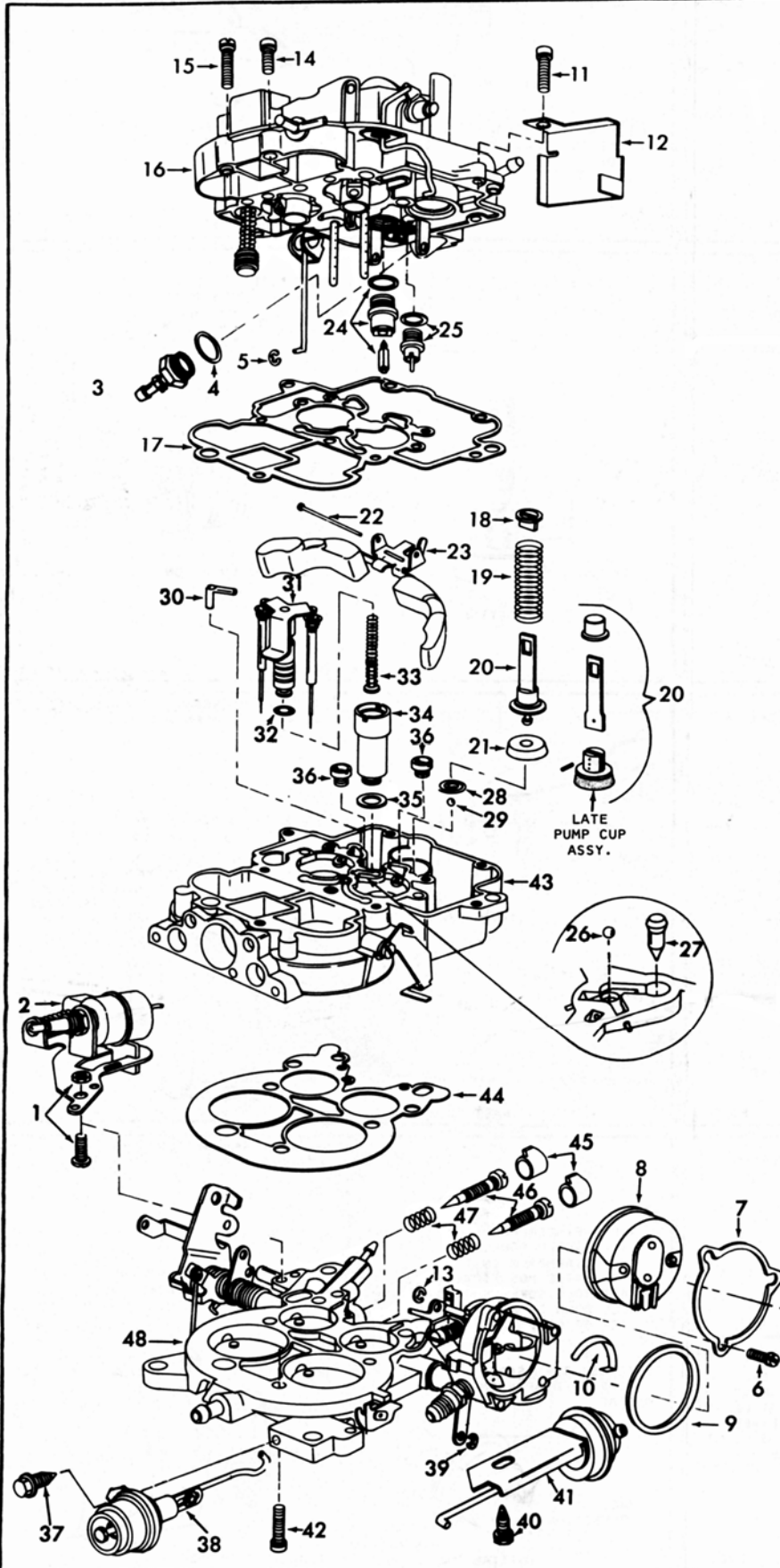
# INSTRUCTION SHEET

## AMERICAN MOTORS CARBURETOR- MODEL 4350

**50-496-6**

### GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO  
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. CAUTION: BEFORE REMOVING PUMP OPERATING LINK MARK HOLE IN THROTTLE LEVER. (RETURN TO SAME HOLE). THIS ROD IS PRESET AT FACTORY. DO NOT CHANGE LENGTH. REFER TO SPECIAL INSTRUCTIONS. NOTE; TO REMOVE IDLE LIMITER CAPS (45) INSTALL A SHEET METAL SCREW IN THE CENTER OF CAP AND TURN CLOCKWISE.

### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & NUT - THROTTLE POSITIONER	26. BALL - PUMP VENT CHECK (SMALL)
2. SOLENOID ASSY. - THROTTLE POSITIONER	27. NEEDLE - PUMP DISC. CHECK
3. FITTING - FUEL INLET	28. RETAINER-PUMP INLET CHECK BALL
4. GASKET - INLET FITTING	29. BALL - PUMP INLET CHECK
5. RETAINER - PUMP LINK	30. RETAINER - VACUUM PISTON ASSY.
6. SCREW (3) - CHOKE COVER RETAINER	31. VACUUM PISTON & METERING ROD ASSY.
7. RETAINER CLAMP - CHOKE COVER	32. O-RING - VACUUM PISTON
8. CHOKE COVER ASSY.	33. SPRING & GUIDE - VACUUM PISTON
9. GASKET - CHOKE COVER	34. CYLINDER - VACUUM PISTON
10. STOP-CHOKE PISTON (1975)	35. GASKET - VACUUM CYLINDER
11. SCREW & LOCKWASHER - SHIELD	36. JETS - MAIN METERING
12. SHIELD - CHOKE	37. SCREW - CHOKE MOTOR ASSY.
13. RETAINER - CHOKE ROD	38. CHOKE PULLDOWN MOTOR ASSY.
14. SCREW & LOCKWASHER (8) - UPPER BODY	39. RETAINER - THROTTLE POSITIONER ROD (JEEP ONLY)
15. SCREW & LOCKWASHER (1) - UPPER BODY (LONG)	40. SCREW-THROTTLE POSITIONER BRACKET (JEEP ONLY)
16. UPPER BODY ASSY.	41. THROTTLE POSITIONER ASSY. (JEEP ONLY)
17. GASKET - UPPER BODY	42. SCREW & LOCKWASHER (6) - THROTTLE BODY TO MAIN BODY
18. BUSHING - PUMP SPRING (UPPER)	43. MAIN BODY ASSY.
19. SPRING - PUMP RETURN	44. GASKET - THROTTLE BODY
20. STEM ASSY. - PUMP	45. CAP (2)-IDLE LIMITER
21. CUP - PUMP	46. NEEDLE (2) - IDLE ADJ.
22. PIN - FLOAT LEVER	47. SPRING (2) - IDLE ADJ. NEEDLE
23. FLOAT & LEVER ASSY.	48. THROTTLE BODY ASSY.
24. NEEDLE & SEAT ASSY.-PRI.	
25. NEEDLE & SEAT ASSY.-AUX.	

### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK DIAPHRAGM OR SOLENOID ASSYS, FLOAT OR PARTS CONTAINING RUBBER SUCH AS 2,8,23,38,41.

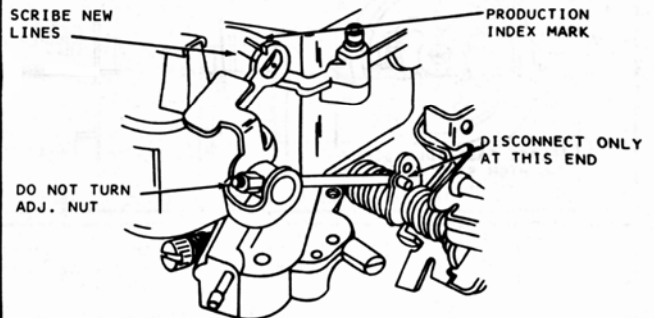
### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

### SPECIAL INSTRUCTIONS

SCRIBE NEW LINES

PRODUCTION INDEX MARK



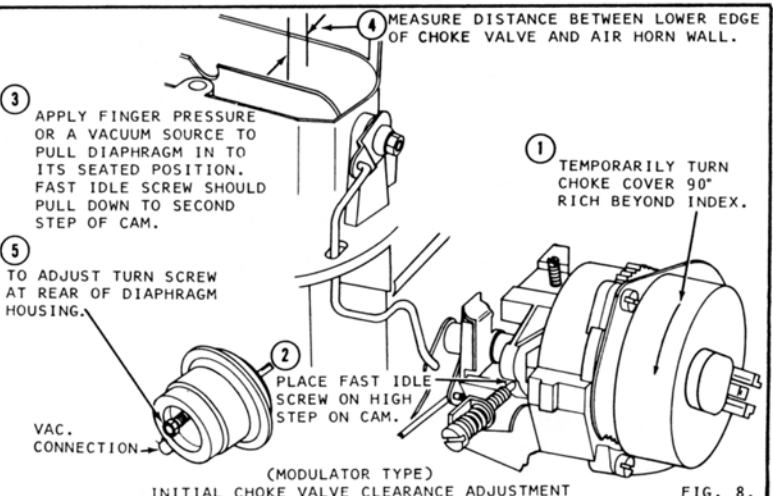
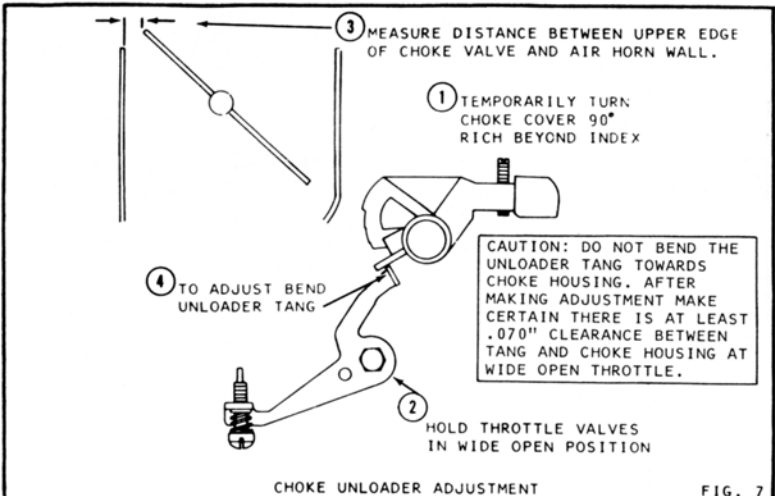
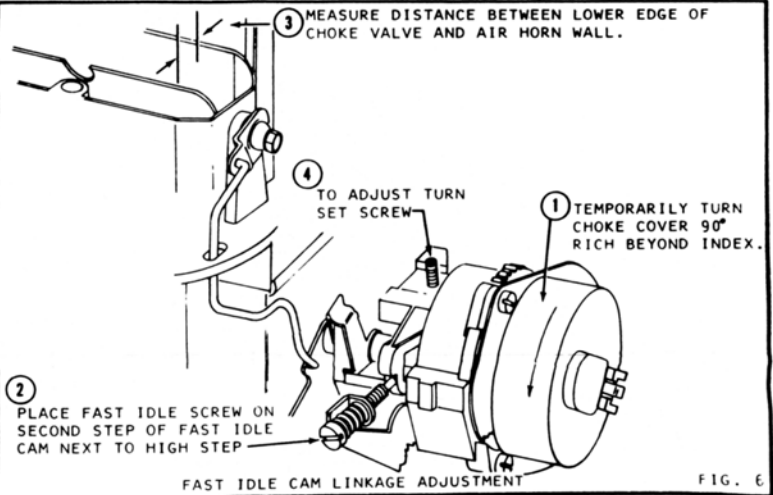
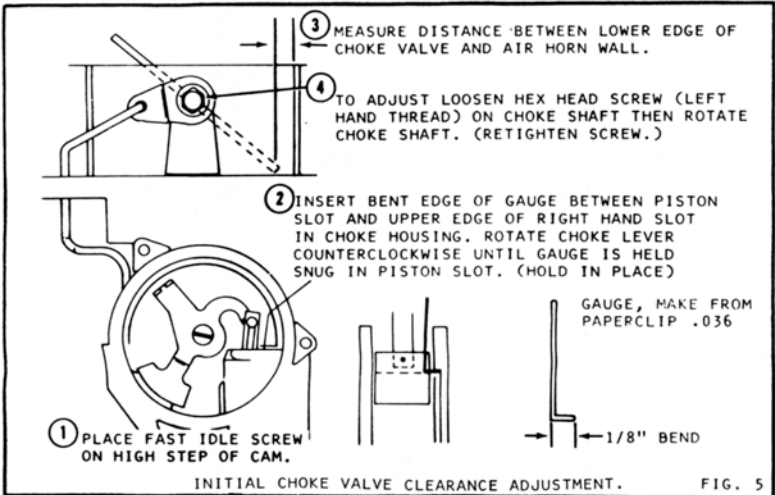
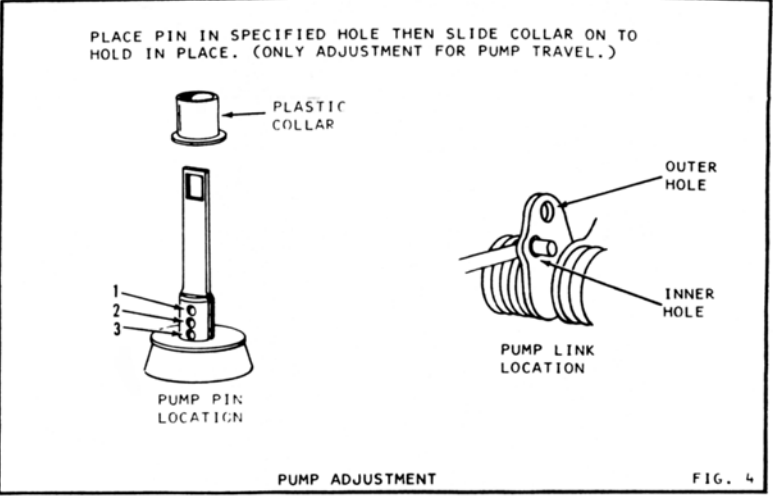
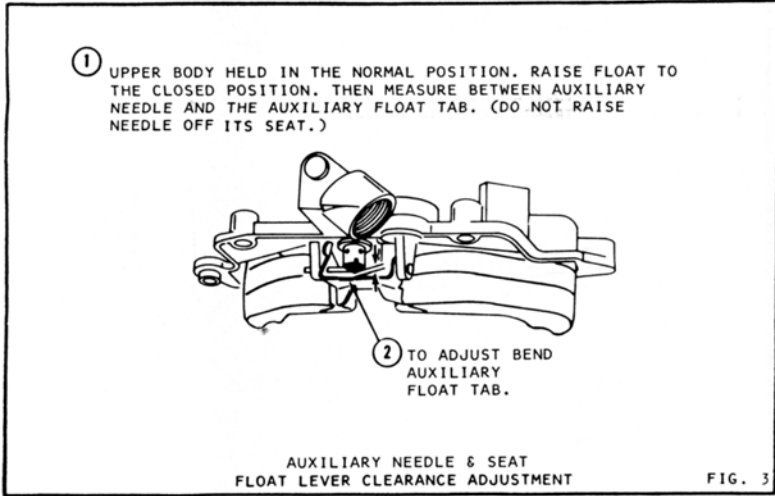
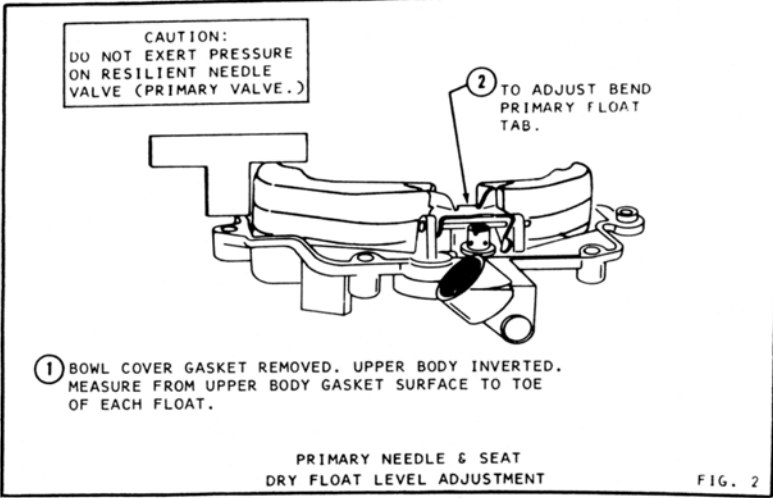
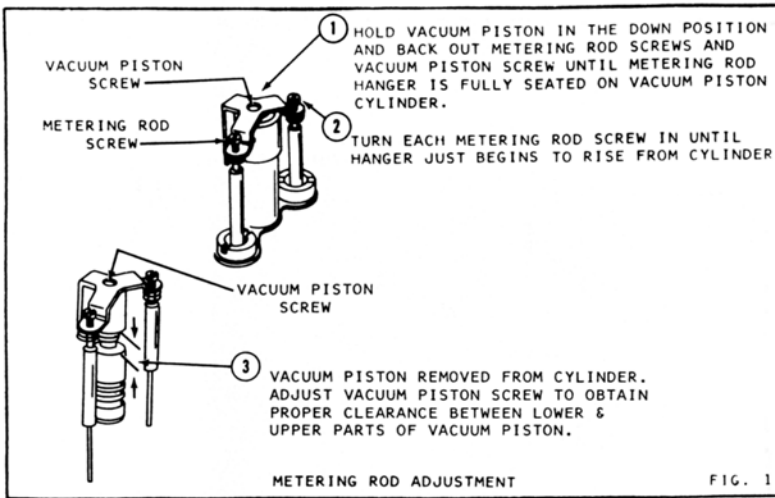
**BEFORE DISASSEMBLY.** THROTTLE VALVES CLOSED LEVER AGAINST STOP SCREW. (TSP OFF). SCRIBE A NEW INDEX LINE AS SHOWN. DO NOT USE PRODUCTION INDEX MARK ON CARBURETOR (FOR MANUFACTURING REFERENCE ONLY). FOR NORMAL SERVICE THE THROTTLE LINK NEED ONLY BE DISCONNECTED AT LOWER END. (DO NOT CHANGE LENGTH OF LINK. IT IS NOT A PUMP ADJUSTMENT.)

IDLE ADJUSTING NEEDLES(41)-TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

FLOAT LEVER PIN (22) INSTALLATION-INSTALL SO HEAD OF PIN IS ON THE PUMP SIDE.

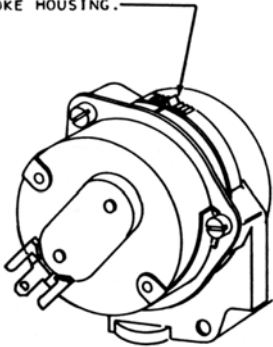
CHOKE COVER (8)-WHEN INSTALLING BE SURE CHOKE SPRING IS PLACED IN SLOT OF VACUUM PISTON LEVER.

# ADJUSTMENTS



# ADJUSTMENTS

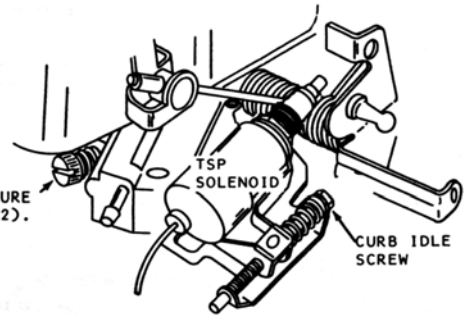
ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.



AUTOMATIC CHOKE SETTING

FIG. 9

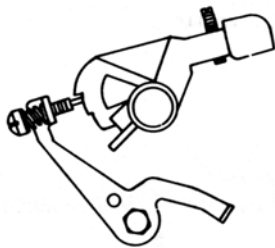
IDLE MIXTURE NEEDLES (2).



① USE FACTORY SERVICE MANUAL PROCEDURE AND SPECIFICATIONS LISTED ON ENGINE DECAL FOR SETTING CURB IDLE.

CURB IDLE ADJUSTMENT.

FIG. 10

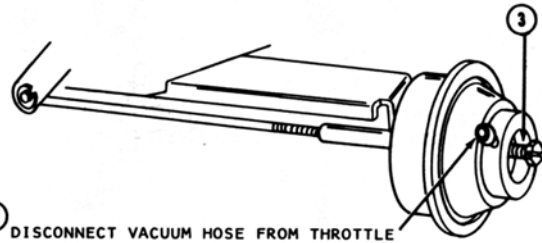


ADJUST CURB IDLE, THEN PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AND ADJUST FAST IDLE SCREW TO PROPER R.P.M.

FAST IDLE ADJUSTMENT

FIG. 11

① ENGINE AT OPERATING TEMPERATURE AND CURB IDLE ADJUSTED. (TACHOMETER CONNECTED) TRANSMISSION IN NEUTRAL.



② DISCONNECT VACUUM HOSE FROM THROTTLE POSITIONER & PLUG. CONNECT OUTSIDE VACUUM SOURCE OF AT LEAST 10" HG. TO VACUUM FITTING OF THROTTLE POSITIONER AND CHECK R.P.M.  
③ TO ADJUST TURN SCREW. (1900 R.P.M. + - 50 R.P.M.)  
④ REMOVE VACUUM SOURCE ENGINE SHOULD RETURN TO CURB IDLE.

(JEEP ONLY) - THROTTLE POSITIONER. (MODULATOR)

FIG. 12.

## ADJUSTMENT DATA TABLE

YEAR	APPLICATION	METERING ROD	DRY FLOAT LEVEL	FLOAT LEVER AUX.	PUMP PIN HOLE	PUMP LINK HOLE	CHOKE INITIAL CLEARANCE	FAST IDLE CAM LINKAGE	UNLOADER	CHOKE PULLDOWN	AUTO CHOKE	FAST IDLE R.P.M.
1975	PASS CARS 360", 401" ENG. A/T	.154	.900	.050	NO.3	INNER	.144	.166	.325	---	2-RICH	1600
1975	JEEP & JEEP TRUCK 360", 401" ENG. A/T 360" ENG. M/T	.130 .130	.900 .900	.050 .050	NO.3 NO.3	INNER INNER	.147 .147	.166 .166	.325 .325	---	2-RICH 2-RICH	1600 1600
1975	POLICE 360", 401" ENG. A/T	.154	.940	.030	NO.3	INNER	.144	.166	.325	---	2-RICH	1600
1976	PASS CARS 360", 401" ENG. A/T	.131	.900	.050	NO.3	INNER	.132	.135	.325	.245	2-RICH	1600
1976	JEEP H.D. 360", 401" ENG. A/T 360", 401" ENG. M/T JEEP H.D. CALIF. 360" ENG. A/T	.128 .120 .122	.900 .900 .900	.050 .050 .050	NO.3 NO.3 NO.3	INNER INNER INNER	.135 .135 .140	.135 .135 .135	.325 .325 .325	---	2-RICH 2-RICH 2-RICH	1600 1600 1600
1976	POLICE 360", 401" ENG. A/T	.124	.940	.030	NO.3	INNER	.135	.135	.325	---	2-RICH	1600
1977	CHEROKEE, WAGONEER, TRK. 360", 401" ENG. A/T 360" (ALL) M/T 360", 401", CALIF. A/T (1 TON P.O. TRK.)	.128 .120 .122	.900 .900 .900	.050 .050 .050	NO. 3 NO. 3 NO. 3	INNER INNER INNER	.135 .135 .140	.135 .135 .135	.325 .325 .325	— — —	2-RICH 2-RICH 2-RICH	1600 1600 1600
1978	JEEP 360", 401" ENG. A/T 360" M/T	.128 .120	.900 .900	.050 .050	NO. 3 NO. 3	INNER INNER	.135 .135	.135 .135	.325 .325	---	2-RICH 2-RICH	1600 1600

FLOAT LEVEL GAUGE  
.900 = 29/32  
.940 = 15/16"