



Warning

DO NOT INSTALL THIS CARBURETOR WITHOUT READING THESE INSTRUCTIONS COMPLETELY! SEVERE ENGINE DAMAGE MAY OCCUR. PLEASE FOLLOW ALL INSTRUCTIONS CAREFULLY AND COMPLETELY.

ROCHESTER QUADRAJET INSTALLATION

These instructions cover all QUADRAJETS. All carburetors are installed on our test engine prior to shipping. This test is performed to ensure that all idle circuits and other carburetor functions are working properly. Because there are so many different combinations, we cannot possibly duplicate the vacuum signal and idle characteristics of your particular engine. That's why you must follow these instructions carefully to ensure that your new Jet Performance carburetor is installed safely and correctly with the proper adjustments for optimum performance on YOUR engine.

Follow this sequence to properly install your carburetor.

IMPORTANT: Perform all the following steps before you put any fuel into the carburetor!

- Inspect carburetor for accidental shipping damage. Call Jet immediately if something doesn't look right.
- Inspect the work area on the engine to be sure you have removed and/or disconnected everything necessary to install the new carburetor.
- Make sure you have the correct length carburetor studs or bolts with proper nuts and washers.
- Hand tighten the nuts or bolts in an alternating pattern from corner to opposite corner.
- Tighten bolts to 12 foot pounds.
- Operate the throttle linkage through its range and check for interference at the linkage.
- Check for interferences at the accelerator pump linkage.
- Hook up the throttle linkage and adjust for full throttle with someone depressing the gas pedal.
- Install a good throttle return spring. Make certain that it positively closes the throttle.
- Have someone operate the gas pedal while you verify full throttle adjustment at the carburetor.
- Hook up fuel lines and vacuum lines if used.

You are now ready to add fuel and start the engine.

- Be ALERT for fuel leaks or flooding when you start the engine. This can be caused by dirt in the needle and seat, small particles of cut fuel hose, floats and needles that have settled during shipping or other debris in the fuel system that may have been washed in when fuel is first applied. If flooding occurs, tap the area above the needle and seat with the handle of a screwdriver to dislodge any possible dirt particles. If flooding continues, stop engine and refer to the trouble guide below.
- If no flooding occurs, warm engine up at a fast idle until choke is fully open.
- Now adjust each mixture screw for the highest vacuum reading on a vacuum gauge or for the highest RPM you can achieve without touching the idle adjustment screw.
- You can now test drive the car and begin the tuning process for optimum calibration.

TUNING

- Most metering changes can be accomplished without removing the manifold or disconnecting the fuel line.
- The most common changes can be made quickly without removing the airhorn/bowl cover.
- If the engine has a radical camshaft it will exhibit low idle vacuum and require excessive throttle opening at idle.
- To correct this, connect the distributor vacuum advance directly to the manifold if possible. You need as much advance as possible for best idle. If you have a mechanical distributor have it adjusted for a low limit with plenty of initial advance.

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- To adjust the primary cruise, remove the hex plug just in front of the choke tower. This offers access to the APT or adjustable part throttle. Use a small screwdriver to adjust “leaner” by turning the APT screw clockwise or “richer” by turning the APT screw counter-clockwise.
- To replace the primary main jets or rods or to replace the power piston spring, You must remove the airhorn.
- To remove the airhorn, begin by removing the accelerator pump arm by pushing the roll pin inward with a 3/32” punch until the arm is free.
- Remove the secondary rod hanger and rods by removing the screw holding the hanger in place.
- Remove the vacuum break Diaphragm by removing the two screws from the side, unplug the vacuum hose and slide the link out of the air valve lever.
- Remove screw and lever from choke shaft.
- Remove the 9 airhorn screws. Two screws are located inside the choke tower.
- Lift the airhorn off of the carburetor without damaging the emulsion tubes.

ELECTRIC CHOKE HOOK UP

Use a 12 volt test light to find a 12 volt power source that is energized with the key in the “on/run” positions only. Do not start the vehicle. The best source for this is one of the unused accessory terminals at the fuse box. DO NOT, splice into any wires related to the ignition system.

ADJUSTMENTS

IDLE SPEED

Set to manufacturer’s specifications or at the lowest RPM that you are able to achieve a smooth idle.

IDLE MIXTURE

Using a vacuum gauge connected to a direct vacuum source or tachometer. Turn the mixture screws in (clockwise) one at a time until the vacuum reading or RPM begins to drop. Then turn them out (counter-clockwise) until you achieve the highest vacuum or RPM reading.

IDLE MIXTURE SCREW LOCATIONS - (Q-JET, CARTER)

The idle mixture screws are located on the bottom front of the carburetor. On some models of Quadrajet carburetors, the THEXTON tool #350 must be used to adjust the recessed screws.

IDLE MIXTURE SCREW LOCATIONS – (HOLLEY)

The idle mixture screws are located on the sides of the metering block(s). In some cases, there will be four (4): 2 – primary and 2 – secondary.

TYPICAL SETTINGS

QUADRAJET – 3 to 5 TURNS FROM SEATED.

CARTER – 2 to 4 TURNS FROM SEATED.

HOLLEY (2 Screws) – 1 to 2 TURNS FROM SEATED.

HOLLEY (4 Screws) – ¾ to 1 ½ TURNS FROM SEATED.

AIRDOOR TENSION ADJUSTMENTS – (QUADRAJET)

If you encounter a bog or hesitation when the secondaries open, more than likely the secondary air doors need to be adjusted. Use a 3/32 allen wrench to loosen the lockdown screw and use the adjustment screw to loosen or tighten as necessary. It will take some experimentation to determine whether it needs to be loosened or tightened. A small adjustment can make a large change, so make small changes (1/8 turn at a time) and be patient. Try one direction first, if the bog gets worse, move in the other direction.

APT ADJUSTMENTS – (QUADRAJET LATE MODEL ONLY)

The adjustable part throttle (APT) screw can be used to fine tune the cruises (steady throttle, freeway speed) mixture. Simply turn the screw DOWN ½ turn at a time until you experience a “lean surge”. It will feel like someone is moving the throttle when they are not or a hesitation on light throttle acceleration. Then turn the screw UP, until the lean surge goes away.

If you are experiencing an “off idle stumble”, you can turn the screw UP ½ turn at a time until it is eliminated.