



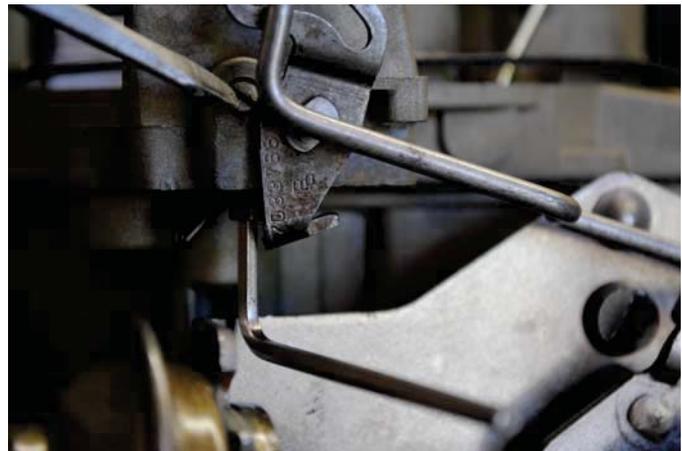
There are only a few adjustments that you may need to make on your rebuilt carb. On the front of the base plate, there is a screw on each side. These are the air/idle mixture screws. I set these at 1 1/2 turns out. You need to use a vacuum gauge or tachometer to adjust. Start with one side and turn in until engine "stumbles" or idles rough, then turn screw out until you have highest vacuum or idle rpm. Then adjust the other side same way.

Then, adjust the idle speed by turning the screw in or out to get to the desired idle speed.

NOTE: The above adjustments could be made with vehicle in gear, with emergency brake engaged and the tires blocked. I highly recommend you also have someone holding brake pedal down also.



Now to make sure you don't have the dreaded quadrajet bog at wide open throttle (WOT), you may need to adjust the tension on the secondary air flap. If you have the bog when hitting WOT, then you need to loosen the allen screw in the picture below, while holding the screwdriver in place. Then turn your screwdriver to the right 1/8 to 1/4 turn and then tighten down the allen screw. Then test for bog and tighten more if necessary. You want this as loose as your engine will allow without the bog.



The Fast Idle adjustment is on passenger side below the choke. You can adjust the fast idle speed when choke is engaged by moving this screw in or out.



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