fits throttle body # 0-1146 & #0-1178
fits carter # UT2612S, & UT2257S
fits most aluminum throttle bodys

uses 7/16-NF needle / seat

MF# 1753775M1

CARTER BOWL GASKET# 121-304, USED IN OUR KIT# ABC1387
GENERAL EXPLODED VIEW
The design and parts will vary to individual models covered by this assembly sheet.

1. Flange gasket
2. Idle adjustment screw & spring
3. Throttle body
4. Bowl cover gasket
5. Venturi
6. Float & lever assembly
7. Needle & seat
8. Low speed jet assembly
9. Nozzle assembly & gasket
10. Float lever pin
11. Main metering jet & gasket
12. Nozzle bleed screw plug
13. Bowl

DISASSEMBLY:
Disconnect the ground cable from battery before removing carburetor from engine and until carburetor is reinstalled and fuel line is reconnected. This will prevent accidental cranking of engine while fuel line is disconnected from carburetor.

After removing carburetor from engine, cover carburetor manifold hole while carburetor is removed for service to prevent dirt and foreign objects from entering engine.

Drain fuel from carburetor in a well ventilated environment, preferably outdoors, that is free from ignition potentials.

SPECIAL INSTRUCTIONS:
Float setting:
Illustrated 13/64" from top of float to machined surface of casting.

Idle adjustment screw:
For leaner mixture, turn screw in. For richer mixture, turn screw out. Do not idle engine below 400 R.P.M.

Main metering jet: “Adjustable” mixture usually obtained with three turns open.

To secure a good idle: Set throttle lever adjusting screw until motor runs approximately 450 R.P.M., then set idle adjustment screw for highest steady vacuum gauge reading or smoothest engine operation.

High speed adjustment: If the engine is normally governed at a speed lower than 1600 R.P.M., disconnect the governor. With engine operating at normal temperature, set the throttle manually for an engine speed of approximately 1600 R.P.M. Open or close the high speed adjusting needle until engine operates smoothly.