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## Book Descriptions:

### carter bbd carburetor service manual

A musthave for the serious restorer or rebuilder. The most complete resource available. Fast, secure ebook download. They appear here for identification purposes only. No endorsement by the trademark owners is to be construed. All prices are in US Dollars. I took my carb out today for the first time, and it looks really frikin complicated. Thanks, HIt explains the functioning of the carb though, not how to rebuild it. If you are tearing one down for a cleaning, youll want a rebuild kit at the ready so you can replace gaskets and internals. The rebuild kit will have instructions and specific settings for the the Carter model, as well as an exploded diagram of the parts. Just keep tabs on what screws you pull from where, which check valve ball goes where two different sizes, springs and gaskets. Some people choose to photograph each stage in order to document what goes where. When adjusting the carb, use a quality ruler, not the cheap paper one that comes with the rebuild kit. You can find rebuild kits at most auto parts stores.Or am I looking at the wrong numberBrass 2row radiator. Borla Header,Flowmaster 40,york OBA Or am I looking at the wrong number It should be a 4 digit number mine is 8384. Not sure what the different possible models numbers could be though. Most rebuild kits should list the different applicable models.Any other sources out thereYou should be able to learn all you want about the BBD from these files. Some of the carbs are on MOPARS, but the basic carb is the same.Cant beat the BBD !I have another BBD here, but its from a later Jeep and has a stepper motor. Is there anything I can do to make this work and work well. EDIT OK I should have known that a million people have needed to do this before.[http://redcointl.com/public\\_html/userfiles/boss-gt6-owners-manual.xml](http://redcointl.com/public_html/userfiles/boss-gt6-owners-manual.xml)

- **carter bbd carburetor service manual, carter bbd carburetor service manual, carter bbd carburetor service manual pdf, carter bbd carburetor service manual download, carter bbd carburetor service manual free, carter bbd carburetor service manual 2017.**

So, since I dont have an ECM on my Jeep, all I have to do to make this carb work is remove the stepper motor, set the stepper needle to somewhere halfway between lean and rich, replace the stepper motor, and start drivingI have another BBD here, but its from a later Jeep and has a stepper motor. So, since I dont have an ECM on my Jeep, all I have to do to make this carb work is remove the stepper motor, set the stepper needle to somewhere halfway between lean and rich, replace the stepper motor, and start driving Or remove the stepper and tap the 2 pin holes one takes a size 6 tap, the other a 8, then close off the holes with 2 screws. You will get slightly better mileage keeping the pins and set in the middle. I have done both, and both ways workCant beat the BBD !Please enter your desired user name, your email address and other required details in the form below. Note that passwords are casesensitive. Click here for. The most complete resource available! A musthave for the serious restorer or rebuilder. The most complete resource available! They appear here for identification purposes only. All prices are in Canadian Dollars. The most complete resource available! Materials and information presented herein are archival in nature and are for historical research purposes only. Some are very large and might take some time to download, depending on your internet connection. Please do not distribute these manuals. Instead giving out the link to this web page would be appreciated. Link is as follows Please keep in mind that these manuals may span several carburetor models and may not be your exact carburetor. Use these manuals as a general reference only. Dont forget to visit the technical pages for your specific carburetor. More manuals for specific carburetors may be available there. Rochester 2G, 2GC, 2GV Rochester 4G, 4GC Rochester AA Carburetor Rochester B, BC Manual Rochester AA, BB Carburetor Manual Be patient,

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The BBD was produced exclusively for Chrysler, Plymouth and Dodge vehicles. As with all carburetors, the BBD requires periodic adjustments. The idle mixture screws determine the amount of air and fuel distributed by the carburetor. Within the carburetor are two floats designed to ensure that the carburetor has a ready supply of fuel to prevent hesitation. The dashpot is an emissions-reducing device that is important for smog control. These components should be adjusted as part of every tuneup.

**Idle Mixture Screws**

**Step 1** Turn the engine on and allow it to idle. The engine must idle at normal operating temperature while adjusting the idle mixture screws.

**Step 2** Turn the headlights on to the high beam setting.

**Step 3** Place the transmission in neutral if the vehicle is equipped with an automatic transmission.

**Step 4** Insert the probe of a gas analyzer at least two feet into the tailpipe, then calibrate the analyzer according to the manufacturer's instructions.

**Step 5** Place a clamp anywhere along the length of the rubber vacuum tube connecting the distributor to the intake manifold.

**Step 6** Locate the two idle mixture screws on the bottom of the front of the carburetor. The gas analyzer must indicate that the mixture is richer. Turn each mixture screw until the analyzer shows an air/fuel mixture reading of 14.2. Turn the screws in a counterclockwise direction to lower the analyzer reading or in a clockwise direction to raise the analyzer reading.

**Float Level**

**Step 1** Remove the screws that secure the top of the carburetor to the body of the carburetor with a screwdriver.

**Step 3** Measure the distance between the bottom of the floats and the bottom of the air horn, meaning the portion of the air horn that touches the body of the carburetor when installed with a T-scale. The factory measurement depends on the model of the BBD as found on the tag mounted to the carburetor.

**Step 4** Bend the metal tabs at the base of the floats to adjust the distance.

Lower the air horn onto the carburetor and tighten the air horns securing screws.

**Dashpot**

**Manual Transmission Vehicles Only**

**Step 1** Adjust the idle mixture screws as described in Section 1.

**Step 2** Locate the dashpot at the front of the driver's side of the carburetor. The dashpot looks like a metal canister.

**Step 3** Pull the throttle linkage towards the dashpot just until the linkage touches the dashpot, then direct an assistant to read the vehicle's tachometer. The tachometer should read 2,000 rpm. The throttle linkage is the metal bracket on the driver's side of the carburetor that moves upward when the accelerator pedal is depressed. Adjust the position of the dashpot until the tachometer reads 2,000 rpm. Loosen the lock nut on the tip of the dashpot with a wrench and turn the dashpot in a counterclockwise direction to lower the tachometer reading or in a clockwise direction to raise the tachometer reading, then tighten the lock nut.

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How to Find Parts Numbers on Edelbrock.

How to Adjust the Carburetor on a.

I did drive the car on gas every once in a while, so I wasn't expecting any problems, but according to the garage guy the carb seems a bit worn out. The engine is a 232 1976 according to the number, the carb tag says 8103s, J624. Some researching tells me this is a 258 carb! Can anybody enlighten me here. Is this even the right carb. What type of Carter is it Thanks. Dennis

There are variations in the mixture control rods and the venturi orifices, for the Carter carbs which are intended to make them specific by the factory to various engines. But the Carter carbs are somewhat tunable and if the carburetor is healthy orifices clean, and no binding in the linkages, and no vacuum leaks it should be able to perform adequately on your car.

Aside from that, they are physically the same externally. My 232 ran better with the BBD than it did with the 1 bbl. And I agree with Joe. The carburetor has been around for a while in a couple of different variations. And once familiar with basic adjustments the variations are simply those that deal with smog requirements such as the fuel bowl vent and other come to mind. A rebuild kit and

its instructions and this manual go a long way into making you an expert. A Carter BBD is cfm rated at about 195 cfm. And typically as applied to American 6 cylinder automobile engines it is about 50% of the size it needs to be for the engine it is on. But for that reason it is normal I have used them for years and they can be intricate to rebuild but wonderfully efficient when done. I would not worry that the tag says at one point in time it belonged on another size AMC engine. For all practical purposes that does not mean a hill of beans. It does seem like the Carter BBD. Is this even supposed to be on a 232 engine. The 1976 TSM mentions another carb number than my 8103s, don't know which number by heart, I can check it later on. I'm now considering what to do. Would a rebuild kit and replacing the float be of any help? Get a remanufactured one. Any advice on that Brand, etc. If it looks exactly the same, would it be the correct one, or can I go wrong there. Having it rebuilt here in the Netherlands is not an option I guess. Very limited on carb rebuild specialists here. Thanks again. Dennis Or As I use the word, belonging is the way I just put it together and that is the way I want it. My 1976 Hornet has a 1993 Mercury Marine V8 Motor installed in it with a Chinese copy of an Edelbrock Air Gap intake manifold and a Carter Thermoquad 800 CFM Carburetor that came from an International truck. Export variation information is hard to find.

But another but the AMC club of Finland has a large amount of Export information and they can be found at The AMC club in Norway might also have information. A Carter BBD 2 Barrel carburetor can not be installed on the engine without a proper intake manifold so as long as the proper intake manifold is installed that carburetor can be thought of as belonging. So any adjustments of the carburetor can be found in the AMC TSM service manual under the application of the 258 engine with the Carter BBD carburetor on it. I regularly rebuild my own carburetors using a rebuild kit and instructions that come with the kit and tune the carburetors in a somewhat generic way using information in the Carter BBD owners manual. Yes the factory might have had some differences in mind when the carburetor was selected specially as 1976 was still relatively new in dealing with the federal smog regulations which had to be passed based on a very rigid set of requirements that had to be met starting with the engine cold and continuing on to a given running cycle and within a specified time frame. But when applying that to the reality of the real world in real driving conditions you could swap carburetors back and forth between different engines as long as they bolted in place and between different years had little significance in the way they ran. If I need a carburetor either BBD or YF I find one in a salvage yard on an engine, bring it home and rebuild it, install it and tune it and never really worry where I got it from or what it is now on. There are almost no functional differences between different carburetors from different engines and years and if there are some it is generally due to the different years requirements of smog configurations and how the physically hook up to the carburetor. Not how it affects the operation of it. So as long as the carburetor is from all appearances installed correctly, you should think of it as belonging and learn how to tune the thing.

The engine number doesn't reveal much I suppose, since the car appears to be built out of parts from 1976 and 1978. The VIN indicates the car being 1978 with a 258, the engine number says 1976, 232 letter E. Weird enough the E is stamped way above its supposed position, like being put there after a mistake or mistake. I guess you have a point on your belonging philosophy. As long as the carb works it's fine by me. The car always ran fine on gas with this carb. Unfortunately I'm lacking some free time for hobbying these days, so I'm looking for a somewhat quicker fix than rebuilding a carb. Therefore my inquiry on remanufactured or replacement carbs. I quickly read over some stuff on a Jeep forum on Weber carbs, Holleys, etc. Anyone suggestions on that I have never had an real problem with the BBD other than it is way too small to get anything useful out of it. Putting a 400 CFM 4bbl to me makes a logical exchange, but something that is not any bigger than what is already on there, just different and requires some creativity to get the automatic transmission linkage to work. I would rather buy a replacement or exchange BBD or rebuild the one that is on there. At least putting it back on is a straight bolt in. By clicking "Accept", you consent to the use of ALL the

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It is mandatory to procure user consent prior to running these cookies on your website. The most common problem I have fixed this problem half a dozen times and the cause of the problem has always been caused. Fixing the problem is relatively easy and once you get past this. Other than that, the two versions are the same although it seems the symptoms of the problem include stumbling and sputtering at times. There should be a plate over the choke plate. Next to them are the idle tubes. If the idle tubes are clogged, I never do this. If your idle tubes are badly clogged, Jeep will idle at all. If you don't see fuel dripping, but you should see twoAny dripping. Keep your tie away from that thing. All joking aside. I've heard some bad stories. Neither removal of the carburetor nor a complete rebuild is necessary. You may need to remove. Make sure you tag them all so you can put them back in the right spot. It's often easiest not to remove the heater hose that goes to the A screw driver will. There should be. Be sure not to dislodge the check ball in the center. After you have run them through, spray with more. Also check for leaks. The advantage of this approach is you can. It also may help if you have power brakes because. Thanks to Randy Peterson for posting this solution a few years ago. Name. Instructions not included. Please clean up the oil channels and air filters as well as use the clean fuel before installing the carburetors. Please clean up the oil channels and air filters as well as use the clean fuel before installing the carburetors. This is a feedback BBD Carter 2 barrel carburetor that works with an MCU microcomputer unit and a series of engine sensors. A closed loop design, this is the last generation carburetor. The ignition uses a distributor. Focused on lower tailpipe emissions, these fuel and spark systems were complex. Seven main bearings and a fundamental pushrod OHV design distinguish this AMC powerplant. The 4.2L served as the platform for the 4.

0L engine introduced in 1987 XJ Cherokee and MJ Comanche models. Distinctions surround the Federal '49 State' versus California models—mostly tuning and required fuel and ignition devices to curb exhaust tailpipe emissions. The distributor and spark wiring is familiar and easy to service. This electronic distributor uses a rotor and distributor cap—each requires periodic replacement. Spark plugs and spark wires are replaced in routine fashion. Engine misfire, poor fuel efficiency and lack of power can result when this basic maintenance is not performed. This is the last Jeep ignition to use a vacuum advance mechanism in conjunction with a mechanical centrifugal advance unit within the distributor. When spark timing fails to meet engine needs, a faulty vacuum canister or sticky centrifugal weights and springs can be the cause. New, these engines ran well with their stock ignition and fuel delivery systems. To this day, I believe that a properly restored YJ 4.2L engine will run well and provide excellent service. Although the Mopar Performance MPI conversion provides a major improvement over the restrictive carburetor and conventional distributor of a 4.2L six, many owners will benefit from simply restoring the stock Jeep 4.2L components to meet OEM standards. Devices may have failed. Perhaps a former owner eliminated some of the components. Restore the emission and evaporative systems if you intend to keep the original carburetor, induction and ignition. Check for vacuum leaks and split hoses, loose connections and defective components in this system. The vapor canister can create a variety of faulty carburetor symptoms as well. Even a defective gas cap will cause trouble. Look the system over from the fuel tank to the engine devices. Compare the hoses and circuits with the factory vacuum diagrams for your Jeep model. The BBD took us over trail obstacles, high passes and muddy bogs. It can do so again if rebuilt to factory,

“blueprint” standards.

Toward that end, I focus here on the details that can make your BBD perform like new. Rebuild specifications are available in a genuine Mopar or Echlin premium overhaul kit. A factory Jeep Service Manual also covers carburetor specifications. For remote trail fixes or work at your garage, bookmark this article and these other resources! Often condemned and even discarded as “defective,” the BBD can prove reliable and worthy when rebuilt to factory specifications. Other problems can masquerade as faulty carburetor symptoms. Emissions-related devices, evaporative system malfunctions, a weak mechanical fuel pump, a clogged fuel filter or a plugged fuel tank sock can each mislead diagnosticians. In haste, the twobarrel BBD carburetor gets tossed. Although the fuel tank provided for an electric pump on 2.5L TBI models, the 4.2L continues the use of a traditional diaphragm fuel pump shown here. Do not overlook the low output of a high mileage, worn mechanical fuel pump. Replace the pump if flow volume is low. Make sure the camshaft lobe that operates the pump is in good shape as well. Change the filter regularly. One bad tank of fuel or winter’s damp condensation will provide enough moisture to clog a fuel filter. For safety and reliability, I use genuine Mopar fuel filters. Unless the carburetor’s throttle body and throttle shaft have excessive wear leading to vacuum leaks, the carburetor can usually be rebuilt with no more expense than the cost of an overhaul kit and carburetor cleaner. Follow the steps in a quality rebuild kit and this section for the best results. If there is excessive wear, enough to create vacuum leaks and erratic idle characteristics, the engine speed will change significantly. Do not spray directly into the shaft ends, as this will force penetrant into the induction system and give a false reading. Create a light mist and allow any wear areas to draw the penetrant.

You can quickly find an intake manifold gasket or carburetor base gasket leak this way. Do not use flammable sprays around a hot engine or exhaust manifold. Rule out vacuum leaks of any kind before rebuilding the carburetor. One nut drew out the stud—not uncommon on an older engine. Note the relationship of these parts. I cover the intake ports to prevent any debris or hardware from falling into the engine while the carburetor is on the bench. This kit comes with all vital pieces plus a detailed instruction sheet. There is virtually no need to consult any other manual. For best results, do not compromise quality. Many emission devices have found their way into the aftermarket. Note the amount of oil that has gone down the carburetor throat and into the induction system of this engine. On this carburetor, the air and fuel passageways will be clogged with dirt and oil. A closed crankcase must remain tightly sealed to prevent this kind of damage. Poor crankcase ventilation forced oil into the induction system. Always renew the PCV valve and worn hoses at higher mileage! Note accumulated grime. This carburetor has not been cleaned or serviced for a very long time if ever—and you can tell it. These two components are important and require special consideration. This engine stalled every time the throttle came back to idle after warmup, so I will carefully consider the function of these two components. During the carburetor’s overhaul, I check these devices with electrical power 12volts D.C. and a vacuum hand pump. You can remove the dowels for access to these screws. If the idle was right before an overhaul, I will run these screws to the light seating position, counting the exact amount of turns to seat the needles. Make a note of the turns for quick tuning upon reassembly. The attaching hardware is a set of sheet metal screws found in cheaper rebuilding kits. The Mopar kit will upgrade the attaching method. I will restore the choke setting during assembly.

Devices like this do not go into the carburetor cleaner. Carburetor cleaner would cause the diaphragm to swell up and fail. For cosmetic purposes, I will clean the metal shell with denatured or isopropyl alcohol. Such parts can also go through my parts washing machine, which uses a hot, citrusbased aqueous solution. Do not lose small parts! Years ago, mechanics, myself included, soaked up solvents and VOCs in products like carburetor cleaner. I’m older now. Today, we can enjoy this work without risking damage to our health. Wear mechanic’s gloves. Once the choke is set

to factory specification, you tighten these screws to the point that their heads twist off. Future choke service will require drilling out the soft screw heads. On these carburetor applications, you set the choke to specification and install the rivets with a pop rivet gun. Future service requires drilling out the rivet heads. To make the choke more "tamperproof," rivets or breakaway screw heads are used. Despite the extra work, such chokes are serviceable. Always set the choke to specifications listed in the overhaul kit instructions for the carburetor's "list number". Part of this device is a vacuum diaphragm. The other part is an electromagnetic solenoid actuator. This unit works when the microprocessing unit MCU feedback signals set the throttle position for various engine operating and load conditions. It also serves as the bowl vent. The valve is a safety item. In the event of a vehicle rollover, the valve closes to prevent dangerous fuel spillage. This device helps protect the driver and vehicle occupants from severe injury and the risk of a dangerous vehicle fire. Make sure this valve functions properly! I always remove rubber pieces before dipping metal parts in carburetor cleaner. Carburetor cleaner contains mineral or petroleum solvents and VOCs that will immediately damage rubber. Dropped in carburetor cleaner, this grommet would swell severely and be useless.

I separate the electrical, rubber and plastic components, cleaning these pieces with a milder approach. Avoid dipping electrical contacts and rubber! An aqueous cleaner like my parts washing cabinet serves well here. Denatured and isopropyl alcohols are suitable for work around brake parts and rubber assemblies. Always wear gloves and eye protection when handling alcohol or carburetor cleaner! Wear chemicalresistant gloves and safety goggles when handling denatured or isopropyl alcohol. Do not use a commercial parts washing machine around electrical or electronic devices. Pressure and moisture will damage sensitive parts. A simple ohmmeter check for continuity also works well. I will check all vacuum and electrical devices. The WOT switch is common to closedloop, feedback carburetors and some EFI systems. This mode enables adequate fuel enrichment when there is a demand for fullthrottle performance. Make sure that vacuum holds. First be certain your vacuum pump will hold steadily by itself! The plunger should move properly and stay in position while under vacuum. Vacuum pulloff enables the choke to open as the engine fires and when heavier throttle application calls for less fuel enrichment with the engine still cold. To remove the surface grime from these parts, Coleman stove fuel pure white gas with naphthalene works well. I wear goggles and mechanic's gloves and use a brass wire brush to remove debris. After metal parts dry, I soak them in carburetor cleaner then rinse the parts in a stream of lukewarm water. Stove gas contains naphthalene, which evaporates rapidly. I use Coleman stove gas to wipe up oil from my shop's cement floor. Stove gas will draw up the oil and leave minimal, if any, residue. Again, this is a highly volatile liquid and must be handled with extreme care. Dispose of used stove gas and rags properly. Do not blow toward yourself, and wear safety goggles. Passageways may contain harmful carburetor cleaner or residue.

Small passageways are difficult to clear and sometimes require careful plunging with a fine wire. When clearing debris, do not drill or scrape away metal from body parts, brass tubes, jets or small orifices. This engine stalled whenever the clutch pedal was depressed. A clogged idle fuel pickup is a valuable find. Always look for the cause of rough engine performance. I will clean this tube carefully, leaving metal intact while fully clearing the passageway. Dry the parts and clear all tubes and passages. Care here helps solve drivability problems and eliminates the carburetor as a source of trouble. Wear eye protection when airblowing parts. These require a strong blast of compressed air. Wear eye protection. Do not attempt to remove these tubes. If they need cleaning, run a strand of wire or even a fine jeweler's drill through the tube. Do not remove brass material from any jets or tubes! Gently screw each needle to its bottoming point. Do not overtighten, or damage to needles will occur! Turn each mixture screw outward the exact number of turns that you noted during disassembly. As an alternative, you can use the adjustment specification listed in the overhaul kit instructions. This is a base adjustment. The screwdriver blade must fill the slots. Hold the driver

squarely, and tighten these jets securely. You do not want a jet to loosen in service. If any brass sloughs off, vacuum or air blow the debris away from the carburetor body. Always use the original jets unless you know which jets will clearly improve performance without compromising engine reliability or emissions requirements. The factory jets are usually the best overall size. On feedback carburetors, finetuning is accomplished with the onboard computer MCU. The spring in place beneath the air horn, press the shaft through the air horn hole and catch the shaft with the Slink and pump arm. The Slink will keep the accelerator pump in place.

Make sure the spring seat and seal are located properly and securely. Lubricate the seal lip with a light coating of fine penetrating oil during installation. Be certain the lip faces downward as it enters the bore of the main body. Always install the right size check ball, in correct order, at the proper location! Set gap to specification noted in the rebuild kit instructions. Time spent making these adjustments will pay off in quality performance and the knowledge that this carburetor is built to factory specification, the aim with "blueprinting". Position vent grommet carefully. This rubber grommet must seal properly when the lever closes. Make certain the lever moves freely. Confirm that the vent grommet seals against its seat when the spring presses the lever downward. I use a metal Tgauge, not the cardboard gauge that often comes with kits. If you want accuracy, use quality tools. Do not press against the needle when bending the lever. Unlike many other carburetor designs, the BBD does not require a float drop adjustment. Before dropping the air horn into position, make sure the new check ball is beneath the accelerator pump in the main body well. Secure a couple of air horn screws lightly to keep the air horn in place at this stage. Use care here. The link must attach to the correct hole in the throttle linkage. A common error on the BBD carburetor is to hook the link into the throttle return spring hole. Roll the lifter up far enough to allow installation of the power piston assembly and metering rods. Make sure the coil spring is inside the vacuum piston before setting the piston in its bore. Use extreme care and make certain the metering rods drop squarely into the main jets. Do not damage these rods! Install the lock plate and screw as shown. This is the proper relationship of these parts. Note the hairspring that catches the backsides of metering rods. Power piston gap is set already.