

## 1966 "V8" CHRYSLER BC1, BC2, BC3 Mike's Carburetor Parts IMPERIAL BY3 DART BL2 & VALIANT BV2 DODGE BD2, BW2 & PLYMOUTH BP2, BR2 C. A. P. (CLEAN AIR PACKAGE)

AFB FOUR-BORE DOWN-DRAFT CLIMATIC CONTROL CARBURETORS Nos. 4121S - 4122S -  
 4132S - 4133S - 4136S - 4137S

C.A.P. (Clean Air Package) YEAR AND MODEL	ENGINE DISPL.	ORIGINAL CARB. NO.	SERVICE CARB. NO.	ZIP KIT NO.	GASKET SET NO.
1966 Dart BL2, Valiant BV2 (C.A.P.) S/T	273	4121S	4121S	902-218	512
1966 Dart BL2, Valiant BV2 (C.A.P.) A/T	273	4122S	4122S	902-218	512
1966 Chrys. BC1, BC2, Dodge BD2, BW2, Ply. BP2, BR2 (C.A.P.) S/T	383	4132S	4132S	902-218	512
1966 Chrys. BC1, BC2, Dodge BD2, BW2 Ply. BP2, BR2 (C.A.P.) A/T	383	4133S	4133S	902-242	512
1966 Chrys. BC1, BC2, BC3, (440) Dodge BD2 (426) Ply. BP2 (426) (C.A.P.) S/T	426-440	4136S	4136S	902-218	512
1966 Chrys. BC1, BC2, BC3, BY3 1M P. (440) Dodge BD2 (426) Ply. BP2 (426) (C.A.P.) A/T	426-440	4137S	4137S	902-218	512

### CARBURETOR SPECIFICATIONS

FOR 8 CYLINDER ENGINE: VACUUM AT IDLE 19.5 INCHES

CARB. NO.	THRO. BORE PRIM. & SEC. SIZE	MAIN VENTURI PRIM. & SEC. SIZE	VENTS IN AIR HORN & BODY AMT.	LOW SPEED JET IN PRIM. VENTURI SIZE	BY-PASS IN PRIM. VENTURI SIZE	ECON. IN PRIM. VENTURI SIZE	IDLE BLEED IN PRIM. VENTURI SIZE	IDLE PORT SIZE	ANTI-PER BLEED IN PRIM. & SEC. VENTURI SIZE	MAIN VENT TUBE PRIM. & SEC. VENTURI AMT. SIDE HOLES	SEC. PICK UP TUBE (T) & DISCHARGE PORT (P) BLEED (B) SIZE	PUMP JET IN PRIM. VENTURI SIZE	CHOKE SETTING	VACUUM SPARK PORT SIZE
4121S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.035	.052	.052	.052	.200 x .030	.031 (P) .040 (S)	5 (P)	.040 (T) .0595 (P) .0275 (B)	.035	Index	.130 x .055
4122S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.032	.052	.0492	.057	.200 x .030	.031 (P) .040 (S)	12 (P)	.040 (T) .0595 (P) .0275 (B)	.028	Index	.130 x .055
4132S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.035	.052	.0492	.052	.200 x .030	.031 (P) .043 (S)	5 (P)	.040 (T) .0595 (P) .040 (P) .0275 (B)	.035	Index	.130 x .055
4133S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.032	.052	.0492	.057	.200 x .030	.031 (P) .043 (S)	12 (P)	.0465 (T) .0595 (P) .040 (P) .040 (B)	.0225	Index	.130 x .055
4136S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.035	.052	.0492	.052	.200 x .030	.031 (P) .043 (S)	5 (P)	.040 (T) .0595 (P) .040 (P) .0275 (B)	.035	Index	.130 x .055
4137S	1 1/8 (P) 1 1/8 (S)	1 1/8 (P) 1 1/8 (S)	13	.032	.052	.0492	.057	.200 x .030	.031 (P) .043 (S)	12 (P)	.0465 (T) .0595 (P) .040 (P) .040 (B)	.0225	Index	.130 x .055



## MOTOR TUNE-UP — BE ACCURATE!

Spark Plug Gap .035"	Breaker Point Setting .017"	Ignition Timing Breaker Points to Open 5° A.T.C. (Premium Fuel) At Vibration Damper	Valve Setting Hot 273" Engine Intake .013" Exhaust .021" All others Hyd.	Float Setting See Adjustments
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**IDLE ADJUSTMENT SCREW SETTING; C.A.P. NOTE:** When adjusting idle mixture screw, do not turn the screw more than 1/16 turn at a time. Idle screw is not removable on these models and the screw locks approximately a maximum of (41215 2 1/2 turns, 41225 3 1/2 turns, 41325 — 41365 2 1/2 turns, 41335 — 41375 3 1/2 turns open). Screw setting (41215 1 1/4 to 2 1/4 turns, 41225 2 1/4 to 3 1/4 turns, 41325 — 41365 1 1/2 to 2 1/2 turns, 41335 — 41375 2 1/2 to 3 1/2 turns open).

**R.P.M. SETTING:** 700 R.P.M. S/T (273"), 650 R.P.M. S/T (383" 426" 440"); 650 R.P.M. A/T (273"), 600 R.P.M. A/T (383" 426" 440") all trans. in neut.

## CARBURETOR ADJUSTMENTS

**FLOAT ALIGNMENT:** Side of floats parallel to edge of casting. Minimum clearance between lever and air horn lugs without binding. To adjust, bend float lever.

**FLOAT LEVEL:** 7/32 inch with viton needle 3/16 inch with resilient seat plus or minus 1/64 inch, between top of floats (at outer end) and air horn gasket. To adjust, bend float lever.

**FLOAT DROP:** 23/32 inch plus or minus 1/16 inch between top of floats (at outer end) and air horn gasket. To adjust, bend stop tabs on float brackets.

**PUMP:** 7/16 inch from the top of the bowl cover to the top of the plunger shaft with throttle connector rod in center hole (medium stroke) of pump arm with throttle valves tightly closed. To adjust, bend throttle connector rod.

**FAST IDLE LINKAGE ADJUSTMENTS:** With fast idle screw on second step and against shoulder of first step of cam, adjust choke connector rod to give 1/16 inch between top edge of choke valve and inner wall of air horn. (Open and close throttle so fast idle cam is free to operate.)

**FAST IDLE THROTTLE VALVE CLEARANCE:** .018 inch between lower edge of valve and bore with adjusting screw on highest step of cam.

**FAST IDLE ON CAR:** 1600 R.P.M. A/T (273"), 1500 R.P.M. all others, hot engine with fast idle screw on second step and against shoulder of first step of cam.

**DASH POT ADJUSTMENT:** (Check after fast idle setting) With fast idle screw on highest step of cam; adjust dash pot for clearance of .052 inch between stem and lever, then tighten dash pot lock nut.

**DASH POT SETTING ON CAR:** (Hot Engine) dash pot stem (but not depressing it) should just contact lever when lever is positioned at 2000 R.P.M., when desired setting is obtained tighten dash pot lock nut.

**UNLOADER:** (4121 — 4122 — 7/32 inch) all others 5/16 inch between upper edge of choke valve and inner wall of air horn, with throttle wide open. To adjust, bend unloader lip

on throttle lever.

**SECONDARY THROTTLE LEVER ADJUSTMENT:** 1. Block choke valve wide open. 2. With 21/64 inch between lower edge of primary valve and bore (opposite idle port) secondary valves should just start to open. To adjust, bend throttle operating rod. **NOTE:** At wide open throttle primary and secondary valves will reach full vertical position. 3. With primary and secondary throttle valves in tightly closed position there should be .010" to .030" between positive closing shoes on primary and secondary throttle levers. To adjust, bend shoe on secondary lever.

**NOTE:** If necessary, bend stop lug on secondary lever to prevent secondary valves from going past wide open.

**SECONDARY THROTTLE LOCK-OUT ADJUSTMENT:** Crack throttle valves and manually open and close the choke valve. Tang on secondary throttle lever should freely engage in notch of lock-out dog. To adjust, bend tang on secondary throttle lever.

**CHOKÉ DIAPHRAGM LINKAGE ADJUSTMENT:** With vacuum diaphragm plate (not stem) bottomed, close choke valve as far as possible without forcing. Adjust connector rod to give (4121 — 4122 — 1/8 inch) (All others 5/64 inch) between top edge of choke valve and inner wall of air horn. Remove connector rod to adjust, to prevent damage to diaphragm.

**CHOKÉ ADJUSTMENT (CROSS OVER TYPE) SEE FORM 3661 SERVICE AND ADJUSTMENT PROCEDURE:** 1. Loosen mounting post lock nut and turn mounting post with screwdriver until index mark on disk is positioned as listed on carburetor specification page. Hold in this position with screwdriver and tighten lock nut. **NOTE:** Screwdriver may be held in vise so that one hand may be used to support housing while tightening nut. 2. After adjustment is completed and coil housing and rod assembly and carburetor is installed on engine lift cover disk and open and close choke valve manually to see if connector rod clears sides of hole in housing cover. If rod does not clear hole in housing cover without binding replace with a new unit since connector rod cannot be bent without affecting calibration.

## PARTS LIST

Part No.	PART NAME	Part No.	PART NAME
1A-143	Flange gasket . . . . .	4A-164	Primary throttle shaft dog (4122 — 4133 — 4137) . .
2-197	Secondary throttle valve . . . . . (2)	4A-175	Primary throttle shaft dog (4121 — 4132 — 4136) . .
2-276	Primary throttle valve . . . . . (2)	7-288	Choke valve . . . . .
3-11405	Secondary throttle shaft and dog assy. . . . .	11B-79	Rivet plug . . . . . (2)
3-14565	Primary throttle shaft and lever assy. (4122 — 4133 — 4137) . . . . .	11B-389	Idle port rivet plug . . . . . (2)
3-15105	Auxiliary throttle shaft, valve and weight assy. . . . .	11B-391	Nozzle well lead plug (primary) . . . . . (2)
3-15615	Primary throttle shaft and lever assy. (4121 — 4132 — 4136) . . . . .	11B-406	Passage plug (secondary) . . . . . (2)
		11B-439	Primary venturi plug . . . . . (2)
		14-512	Choke shaft lever . . . . .