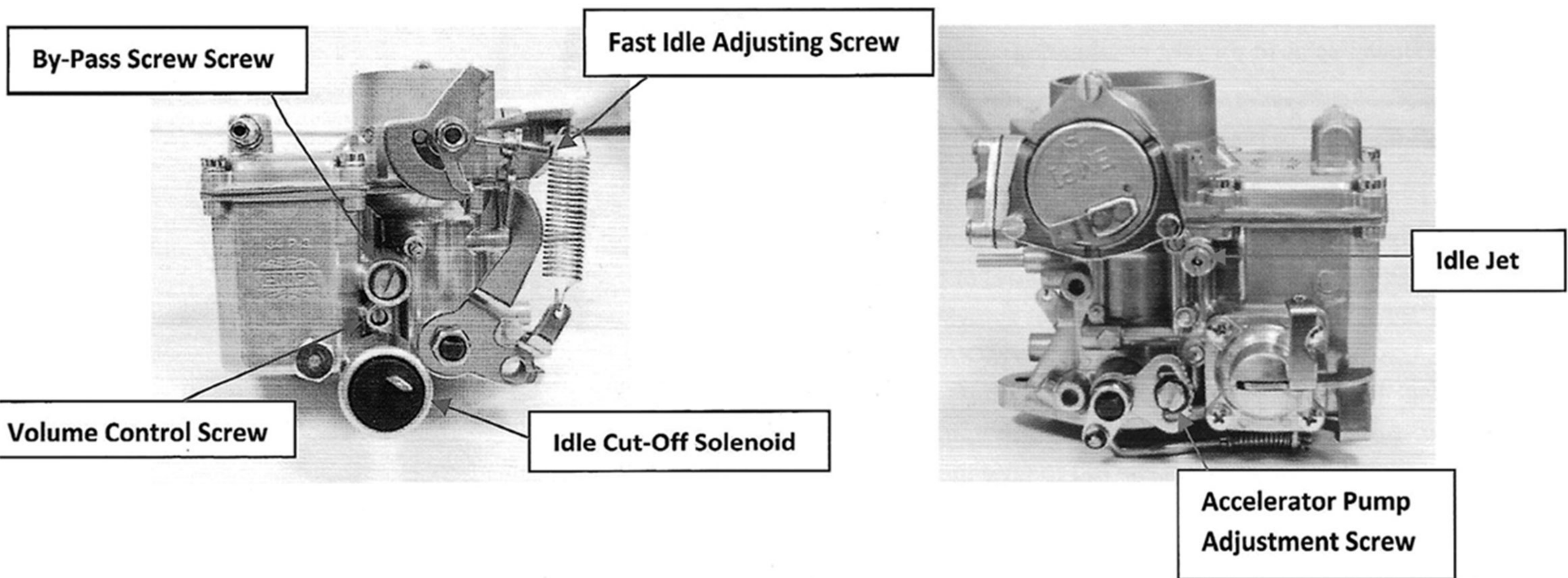
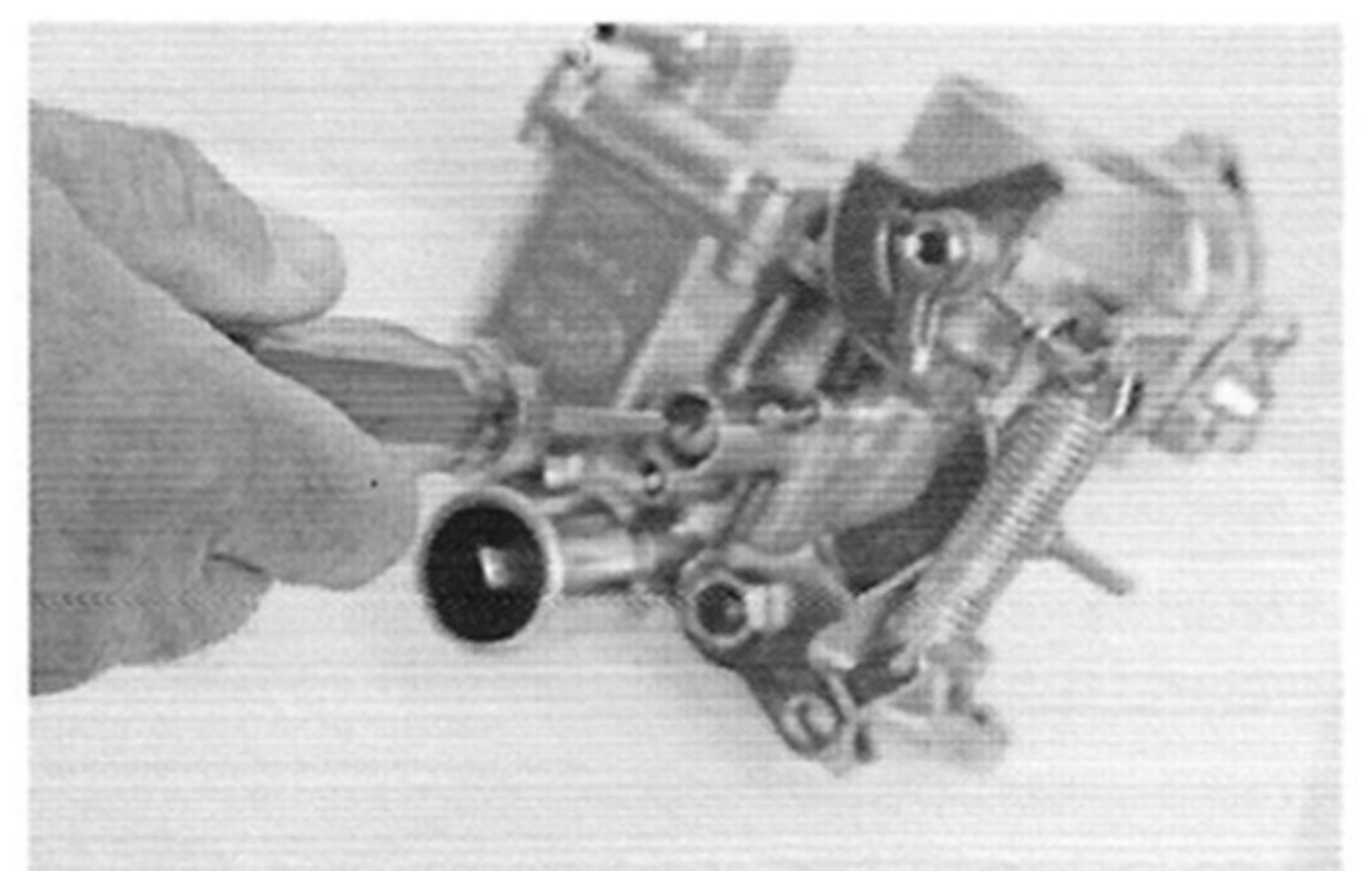
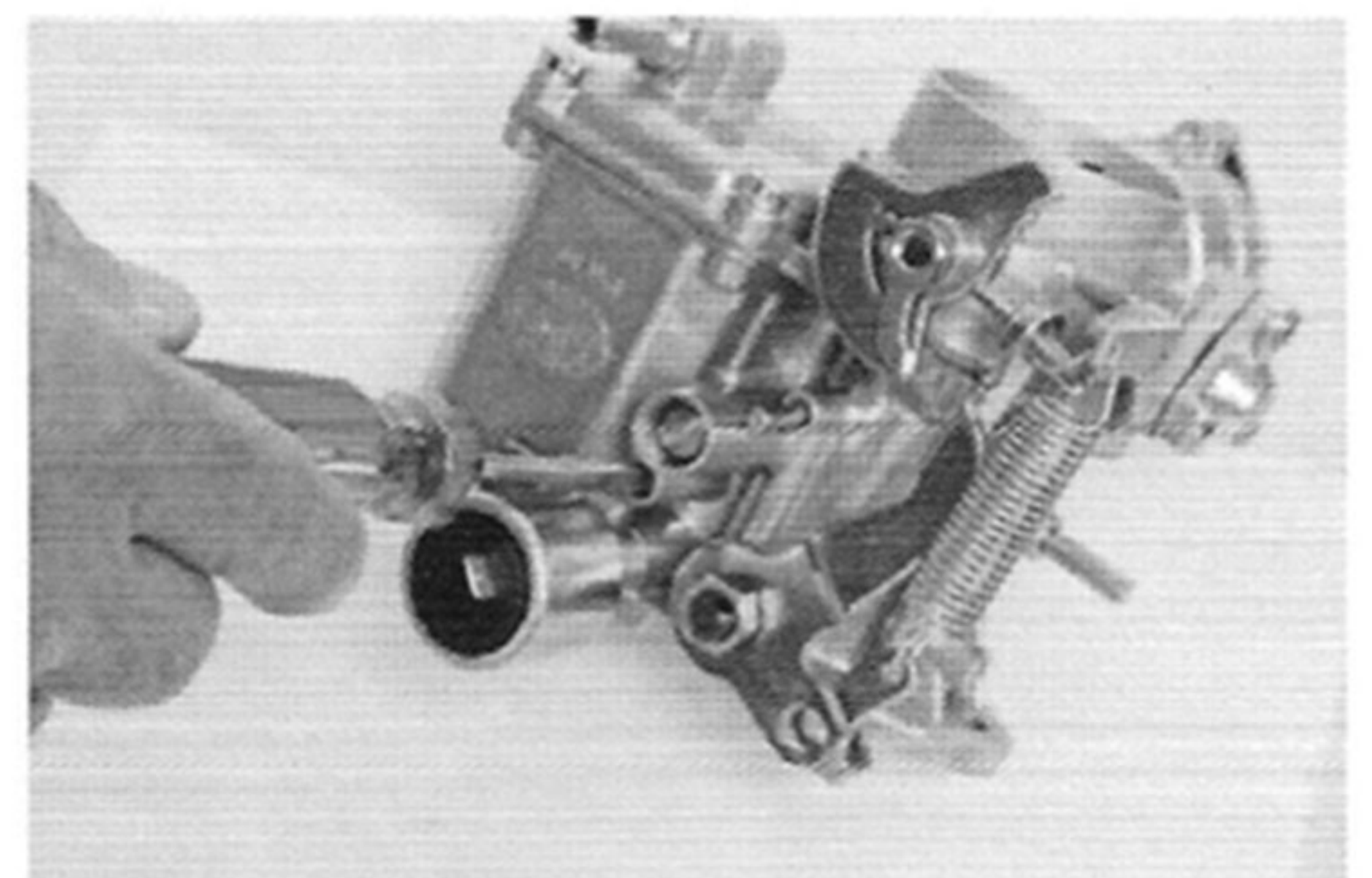
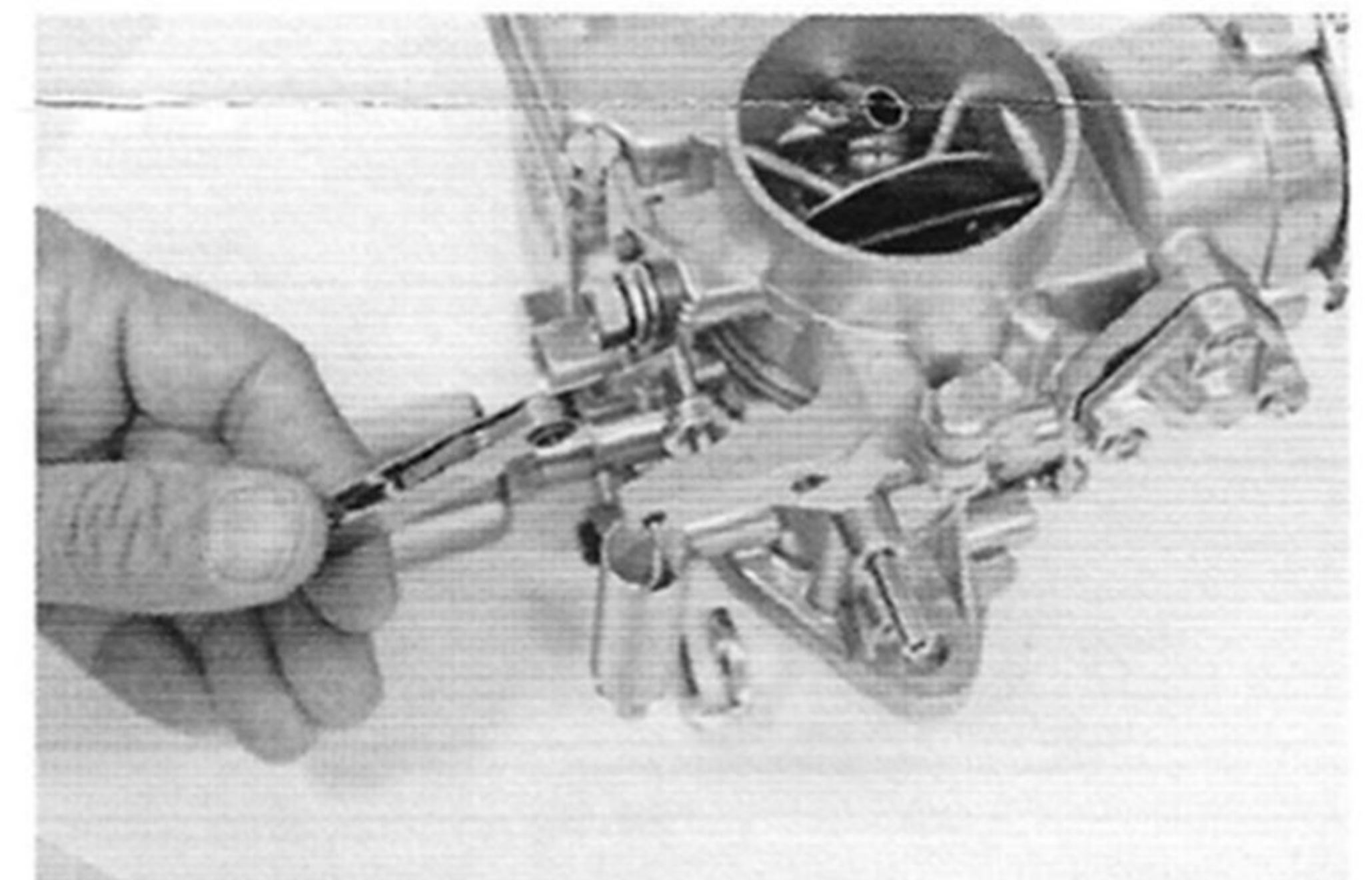


98-1289-B EMPI 34PICT-3 Carb Initial Set-Up and Adjustment

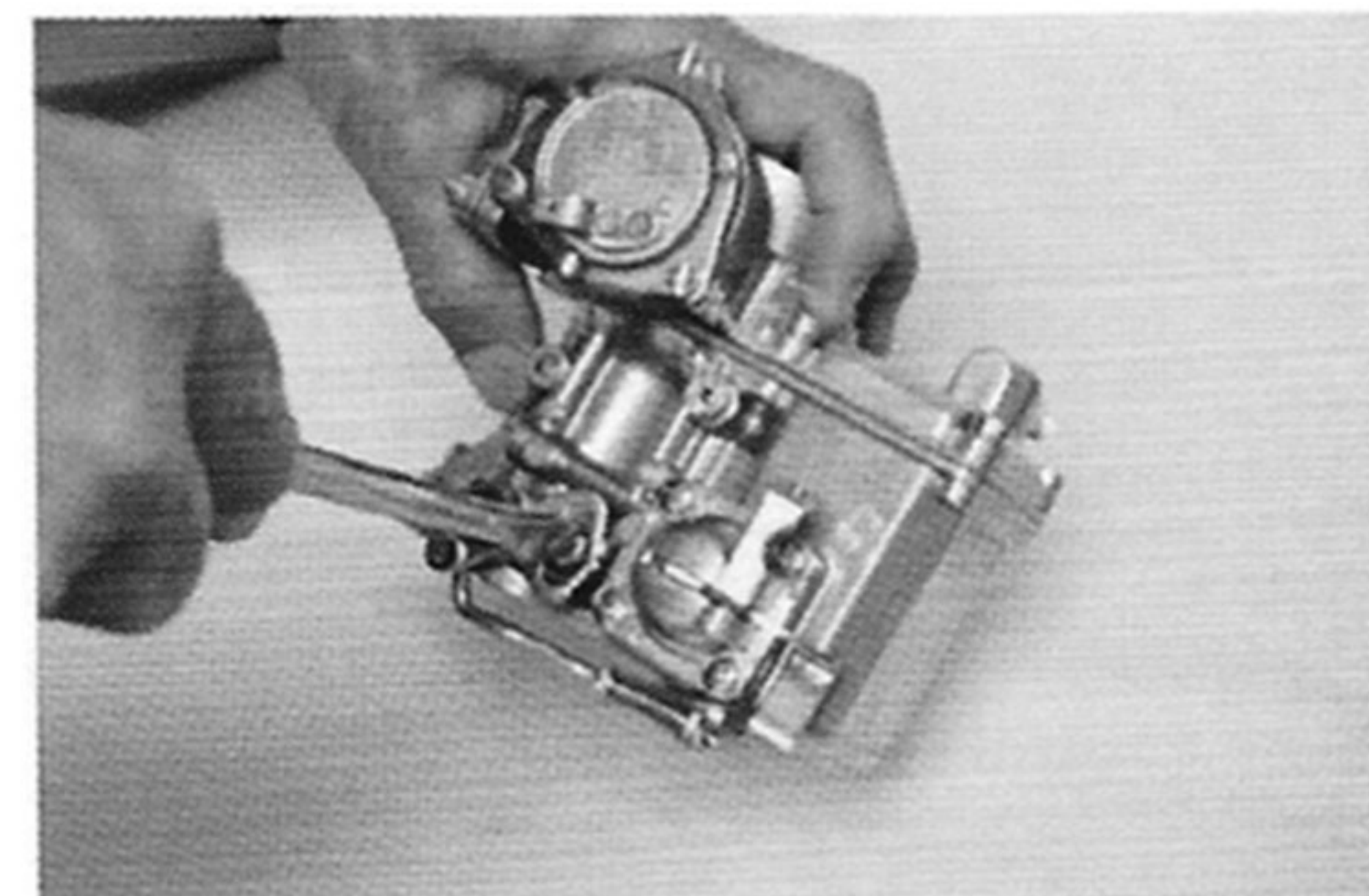
The target Idle Speed for this carburetor is 850-900 RPM. This adjustment will be obtained by adjusting the Volume and By-Pass Screws – **NOT** the screw on the Throttle Arm. Both the Volume Control Screw and By-Pass Screw are located together on the left side of the carburetor just above the Idle Cut-Off Solenoid. The **larger** screw on the **top** is the **By-Pass Screw**. The **lower, smaller** screw is the **Volume Control Screw**.



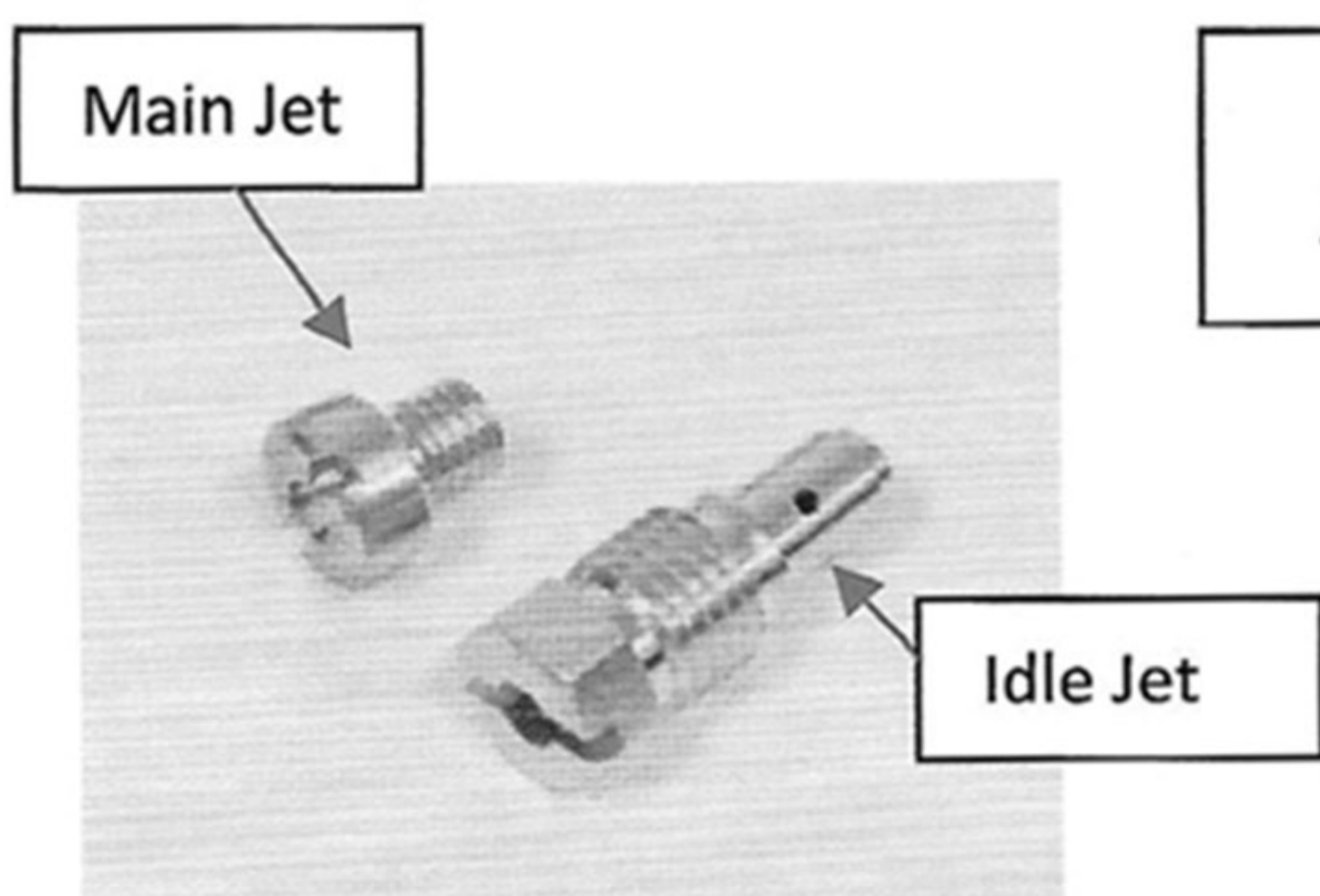
1. Make certain that all hoses are in place and that everything is sealed properly to avoid vacuum leaks. 99% of all idle problems are caused by a vacuum leak. A vacuum leak will make carburetor adjustment impossible.
2. Install the air cleaner and any/all breather lines
3. The **Fast Idle Adjuster** (Throttle Screw) does NOT control the Idle Speed.
 - a. With the choke in the full open position and the stepped cam at its lowest point, place a .003" feeler gauge – or a piece of copy paper – between the lowest step of the Choke Fast Idle Cam and the Fast Idle Adjusting Screw.
 - b. Turn the screw in slowly until there is drag on the feeler gauge. Then remove the feeler gauge.
 - c. Turn the screw IN exactly 1 turn.
 - d. That is the **ONLY** setting/adjustment this screw will need. **DO NOT** attempt any other adjustments to this screw.
4. The **Volume Control Screw** (smaller screw) adjusts only the amount of Air Volume – NOT the fuel volume. Screwing it IN reduces air – making the mixture **RICHER**. Screwing it OUT increases air – making the mixture **LEANER**.
 - a. Screw the **Volume Control Screw** IN gently until it bottoms Out - then turn the screw OUT exactly 2 ½ turns. This is the initial setting.
5. Adjusting the **By-Pass Screw** (larger screw) controls the volume of air going by the By-Pass Screw – this sets the Idle Speed.
 - a. Screw the **By-Pass Screw** IN gently until it bottoms out - then turn the screw OUT 2 turns. This is the initial setting.



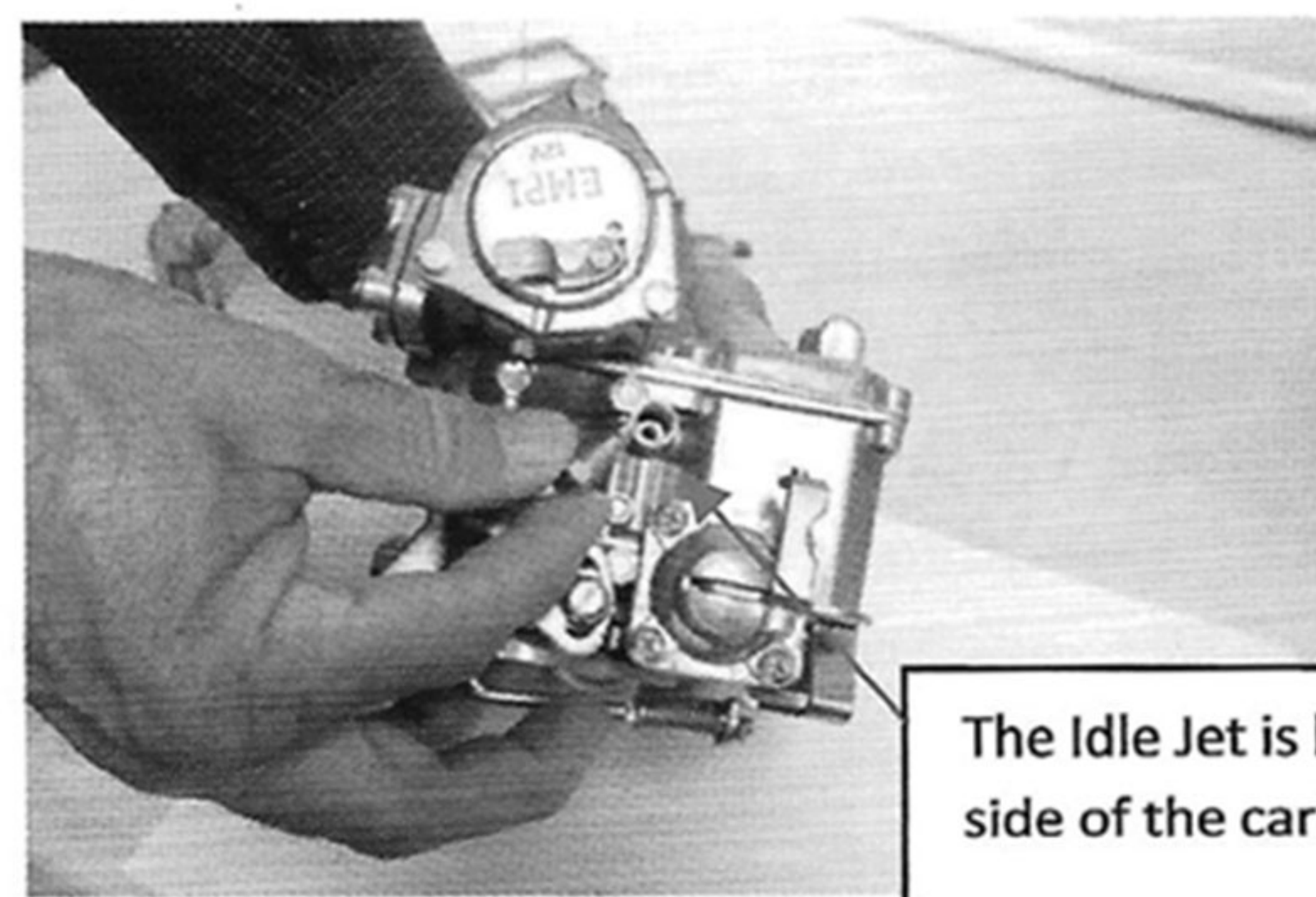
6. With the choke fully open, start the engine and run until it is warm.
 - a. Turn the **Volume Control Screw** out slowly to obtain the fastest, smoothest idle speed (should be within ½ turn in or out from your 2 ½ turn initial setting).
 - b. Turn the **Volume Control Screw** back IN slowly until the engine speed drops by 20-30RPM. You will hear the engine speed drop – at as little as 1/8 turn.
7. Now set your Idle Speed to 850-900RPM (950 for vehicles with Automatic Trans) by turning the **By-Pass Screw** in (or out). Faster idle is better than slower so as to prevent overheating.
8. Repeat Steps 6b and 7 to make final adjustment.
9. Accelerator Pump Adjustment Screw – With the engine turned OFF and the air cleaner removed, look down the barrel of the carburetor, activate the throttle arm and watch for the gas spraying from the Spray Tube. Gas should spray from the tube the MOMENT the arm starts moving. If it sprays late, the engine will hesitate when accelerating. Adjust by loosening the Accelerator Pump Adjustment Screw, then adjusting the stroke of the rod to time the spray with the movement of the throttle arm.
10. If you have followed this procedure and the engine will not idle, most likely the cause is a vacuum leak. Start from the top and repeat. Check the adjustment screws to make certain that you have not applied too much pressure seating them - possibly stripping the treads.



If your engine has a performance exhaust or other modifications...or if the blend of gasoline in your area features a level of Ethanol higher than 10%, the carburetor may require larger Idle and Main jets. We have included a 60 Idle Jet and a 130 Main Jet that will richen the mixture from the factory jetting should you or your mechanic determine that your engine requires a richer mixture.

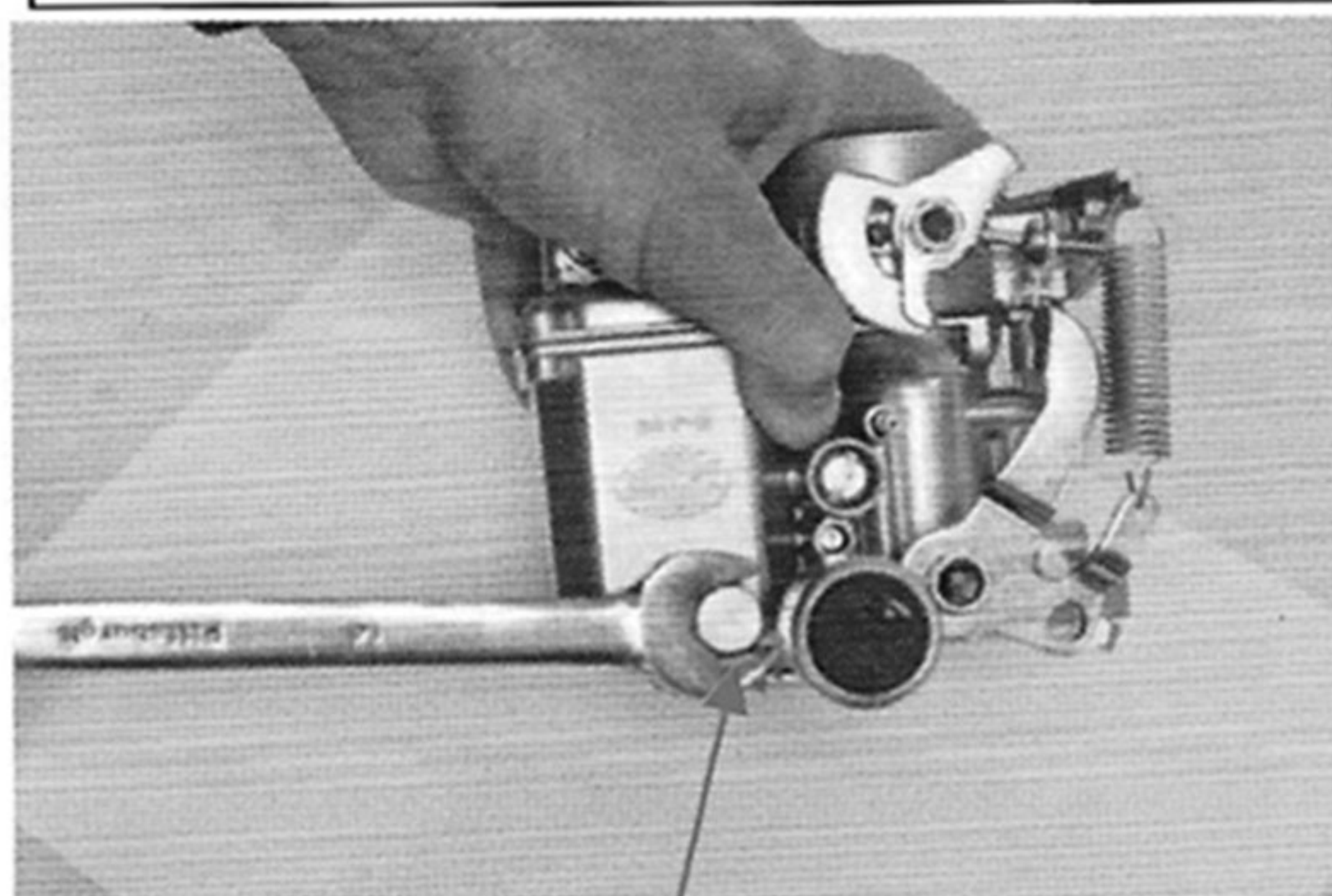


Factory Jetting:
55 Idle - 127.5 Main - 70 Air

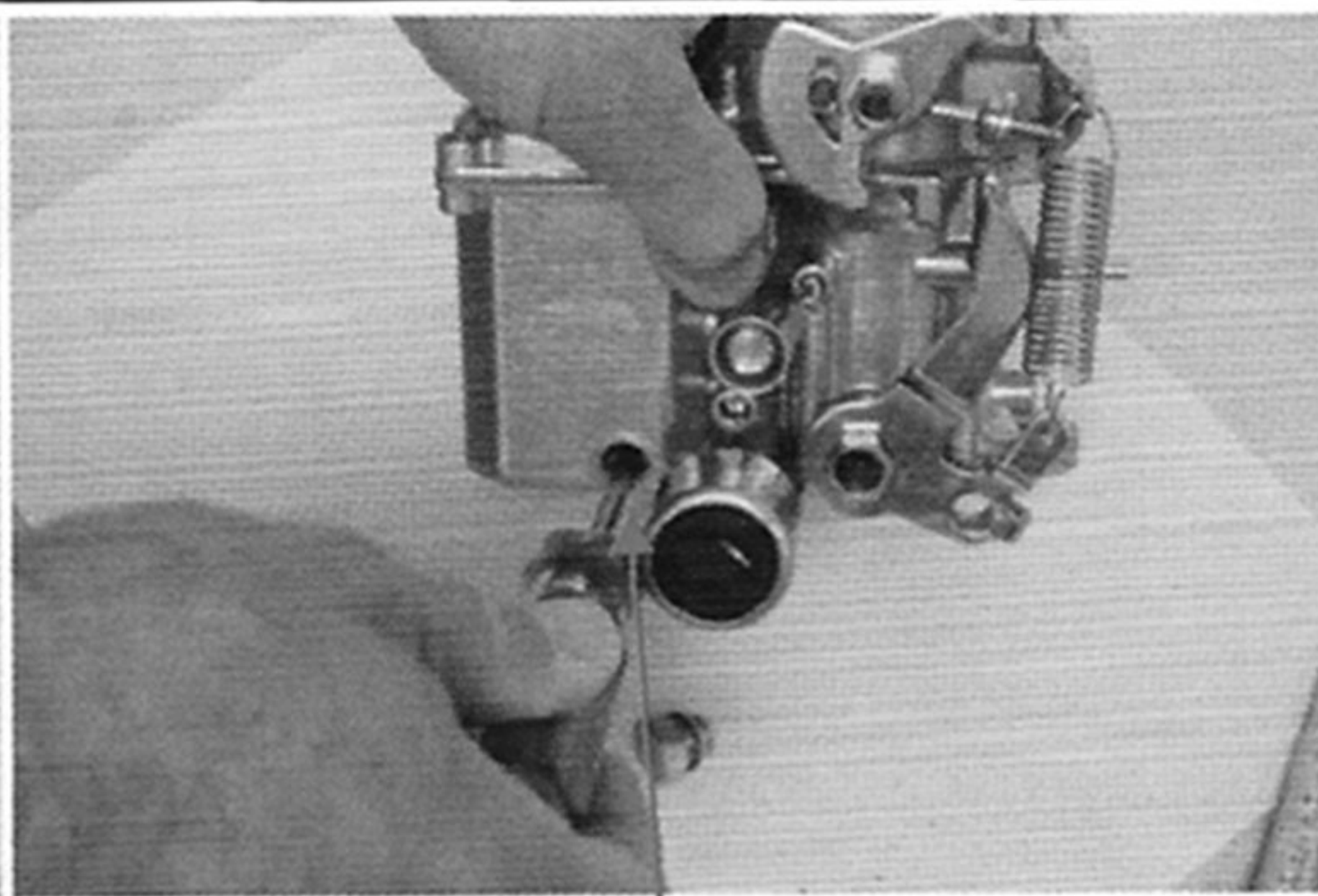


The Idle Jet is located at the side of the carburetor.

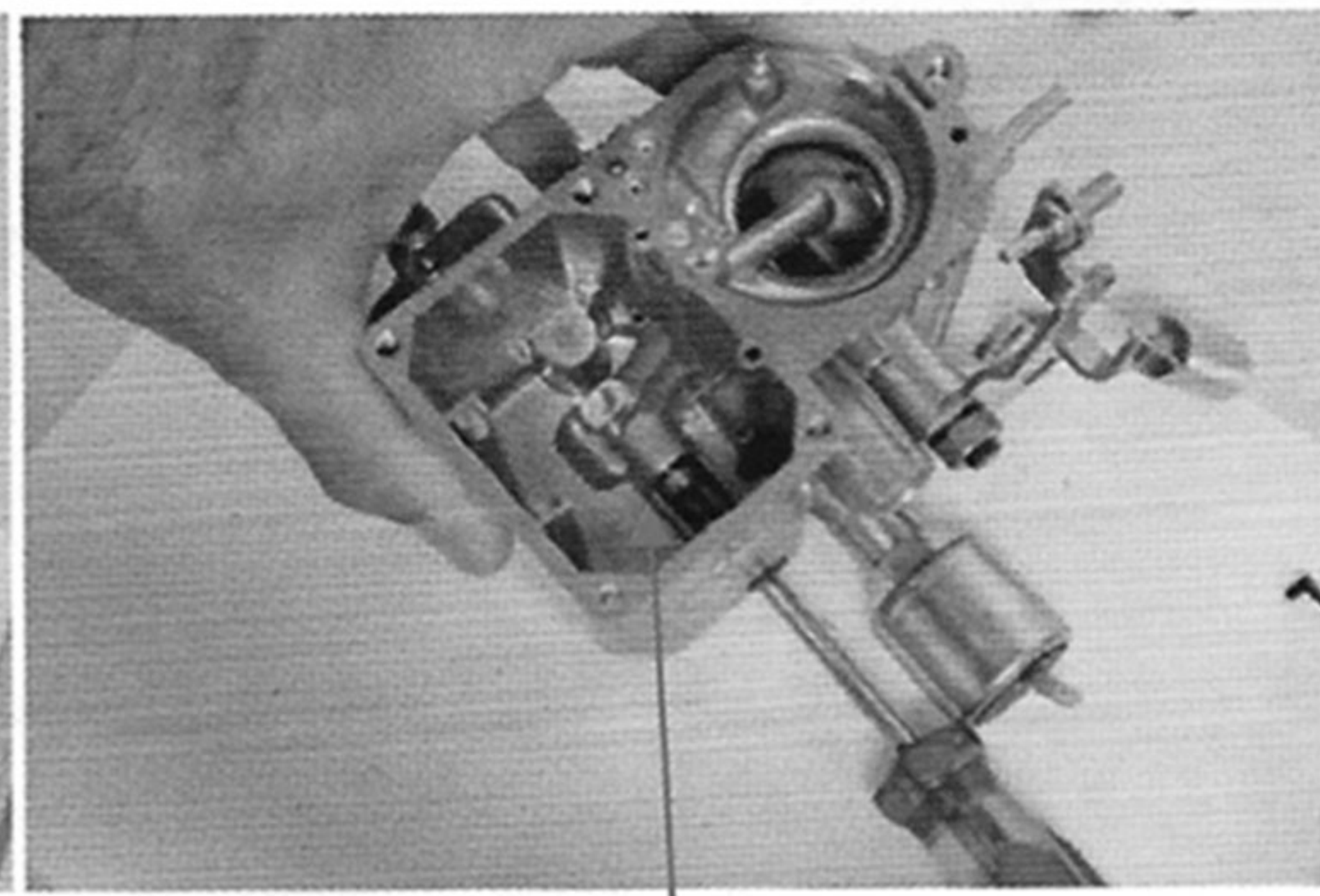
The Main Jet is located in the float bowl. Remove threaded access plug (14mm), then remove jet. You can remove and replace the Main Jet without removing the carburetor top. However, removing the carburetor top and float allows you to see the Main Jet – making it easier to re-install the jet.



Remove threaded access plug using a 14mm wrench.



Remove the Main Jet with a blade screwdriver.



We removed the carburetor top and float so you can better see the location of the Main Jet.

Main Jet Installation and Removal Tip: After loosening the main jet with a screw driver, use a wooden tooth pick to remove. Using the same toothpick, you can start the replacement jet, remove the toothpick and tighten with the screwdriver.