

Carter bbd manual choke kit



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Book Descriptions:

Carter bbd manual choke kit



Also called CrossOver Chokes. Fits Carter BBD 2bbl carburetors. Vintage part. Holley carburetors. In 2006 we started offering carburetor parts for fellow enthusiasts, allowing one stop shopping for all their carburetor needs. We now stock thousands of carburetor parts, shipping orders daily to our customers all over the world. Our mission has always been to supply the best quality carburetor parts at a fair price with fast shipping, tech info and excellent customer service. This is the only one I've found, locally or on the internet. All of them say that they are for specific models of Holley Carbs. Can anybody tell me a part number, brand, anything, of your manual choke kit? Rocker and corner armor. Not too hard to make them work. They have a heavy duty one and a normal one, the heavy duty one lasted me 9 years and got bent during a frame change so I swapped it for a normal one I had kicking around still new in the package, just needed the adapters from it last year for someone. Well the normal one has already failed, it popped apart at the bracket inside. They don't affect the choke pull off, they just replace the big black cap with a lever setup inside a new cap. Please enter your desired user name, your email address and other required details in the form below. Note that passwords are case sensitive. Click here for more info. I have received more info in 1 hr than in days of looking anywhere else. I'm thinking of changing a BBD carb I'm going to install to manual choke. Any comments or problems foreseen? It works great. I can't just start and drive like an automatic choke but mine warms up to driving temp in around 2 minutes. A manual choke should give one less thing to worry about when changing the intake and carb. I too am running a manual choke. It works great. I can't just start and drive like an automatic choke but mine warms up to driving temp in around 2 minutes. Stick shift, power nothing, just a basic engine pulling a truck. <http://www.uniquetile.co.uk/userfiles/economists-mathematical-manual-pdf.xml>

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I have a well hidden but easy to access battery cut off for security. Simple fix it with a screw driver and a hammer technology. But with power to go. Thats what I am working toward Just gotta werk the cable, thats all. It does get cold here occasionally Im not much of a finesse kind of guy I hear ya. 70valiant wrote Yea I have some of the few pictures ever taken of snow on the ground in Georgia Nothing like PA, of course. Stewart for an entire day. Stewart was on the SE coast of GA. Weve gotta slough thru that junk here for the better part of five months outta the year Its all what youre used to. At least it was friendly of topic. For 1977up flat top or tin top carbs on AMC and Jeep 6cylinder applications. They appear here for identification purposes only. No endorsement by the trademark owners is to be construed. All prices are in US Dollars. This means the choke thermostat is mounted in the intake manifold and is connected to the carburetor choke valve by a choke rod. Contact Us All Rights Reserved. Ive checked everything I know to check timing, choke, adjusting mixture What now. What about a 2100 carb. Easy to install Any adapters required. How much do they cost. From what Ive read on this board you guys know pretty much everything so any comments would be great. Greg 85 CJ7, 258, Nutter Bypass, TR Upgrade IMO that mod is worthless, and you wount pass emissions with it either. Brad ORC Land Use Editor Land Use VP RockGarden 4 Wheelers, Aztec, NM RockGarden 4 Wheelers Now Im REALLY screwed up. Greg 85 CJ7, 258, Nutter Bypass, TR Upgrade In the process of doing the bypass, you pull the 2 metering pins in the stepper motor all the way out. Would this position not make the carb totally lean. Greg 85 CJ7, 258, Nutter Bypass, TR Upgrade It also appears to boost horsepower. It has a good reputation for being reliable and good off road.<http://wiktormajak.com.pl/local/userfiles/economizer-5600-manual.xml>



I am very happy with the conversion and thank all of those jeep enthusiasts who helped me with information on this swap. This conversion will not meet with any legal requirements that prohibit the removal of original equipment or the tampering with emissions control equipment. Check with your local authorities if your vehicle will be subject to inspections in this regard. You may opt for buying a rebuilt carburetor, and I would suggest that you order one made for an AMC 304. 1. Motorcraft

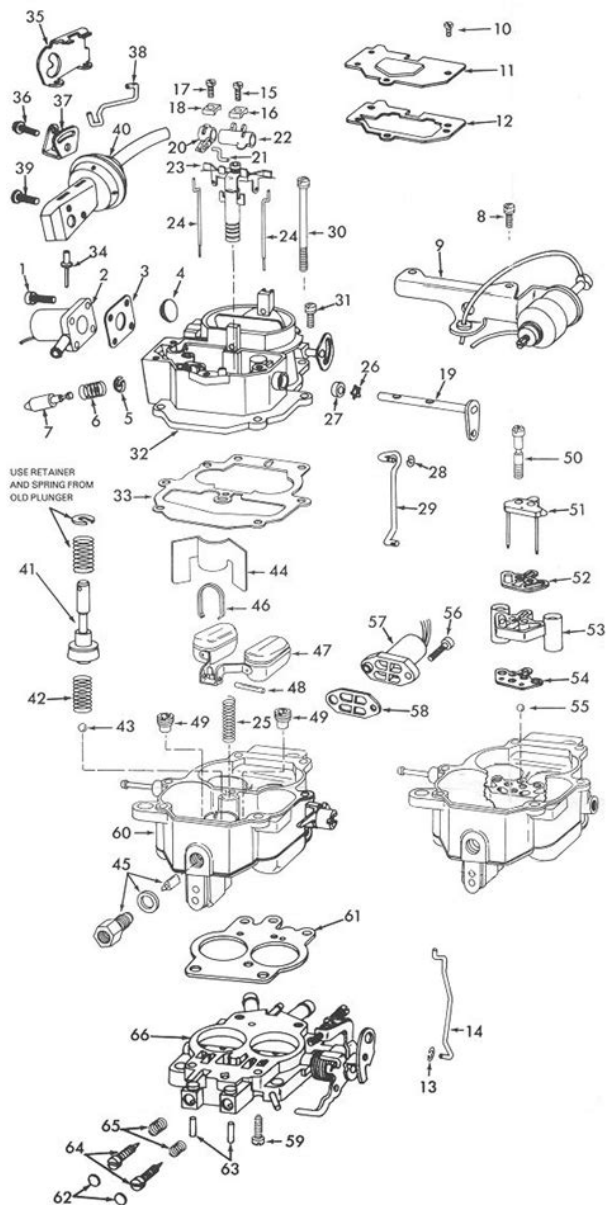
2100 Carburetor. Sources AMC 304 or Ford 302. Unfortunately Motorcraft does not stamp 2100 anywhere I can see on these carbs. The correct size will have 1.08 in a small circle cast on the drivers side of the carb body, somewhat obscured by the accelerator pump linkage. As difficult as this is to measure in the junkyard, the 1.08 is the size of the venturis the barrels. The top cover has the word Motorcraft cast into it on the passenger side above the float bowl. Power Valve Be sure to replace the power valve on this carb. Its function is to enrich the mixture as manifold vacuum drops signaling load increase. It is closed at idle, and opens to add more fuel as the manifold vacuum drops. If it is not operating correctly, your mixture may be too rich. It is located on the bottom side front and is contained under a cap with 4 screws. There is also an accelerator pump on the front, also under a cover with 4 screws, but it is identifiable by the accell pump linkage. I have obtained good results using an oem 2 stage power valve. This valve is longer than the single stage and is original equipment. I have been advised that this means that it will not enrich the mixture until manifold vacuum drops to 16 inches HG. It is the 2 barrel Rochester to 2 barrel Holley adapter. Also known as the large 2 bbl to small 2 bbl manifold adapter. Summit sells TD Performance Products adapter no.

I replaced the slotted bolts that came in the kit with allen head bolts to make tightening the adapter to the manifold easier. I also used a hardening gasket maker instead of the gasket between the adapter and the manifold Permatex Form a Gasket 1A. I also used a Ford gasket between the carburetor and the adapter. It is made of black plastic and looks like two gaskets sandwiched together with plastic bushings inside the stud holes. Is this gasket necessary. There is nothing special about it other than that it will seal very well and also provide a lot of heat insulation from the manifold. The hole in the adapter is slightly larger than the jeep manifold. I have thoughts to switch to an aluminum intake manifold from an 84 and blend the manifold to the adapter with a die grinder.

3. Air Cleaner Assembly. This carburetor has a much large air cleaner base than the Carter BBD. If you swap booster to a dual diaphragm GM booster a great upgrade you will not be able to use a filter above the carb at all. I would suggest bending a slight offset into the plate to move the ball stud slightly away from the carb to prevent binding of the linkage rod. In addition, bolt the plate on first then using the linkage rod, mark the plate for the new ball stud hole, remove the plate and drill the hole for the ball stud. Some people have removed the throttle arm from the old Carter BBD and bolted it on, but that seems like a waste of the old carb just to make a simple throttle arm with 3 holes in it. If you are not happy with this carburetor, you may need that old BBD back I doubt that will happen if you start with a healthy Motorcraft.

5. Throttle return spring. I found that mounting the original downward pulling throttle return spring caused binding as it wrapped around the shaft. I instead fabricated a small bracket to bolt to a front bolt of the carb base to relocate the spring to the front.

6. Vacuum hoses The motorcraft has two ported outlets.

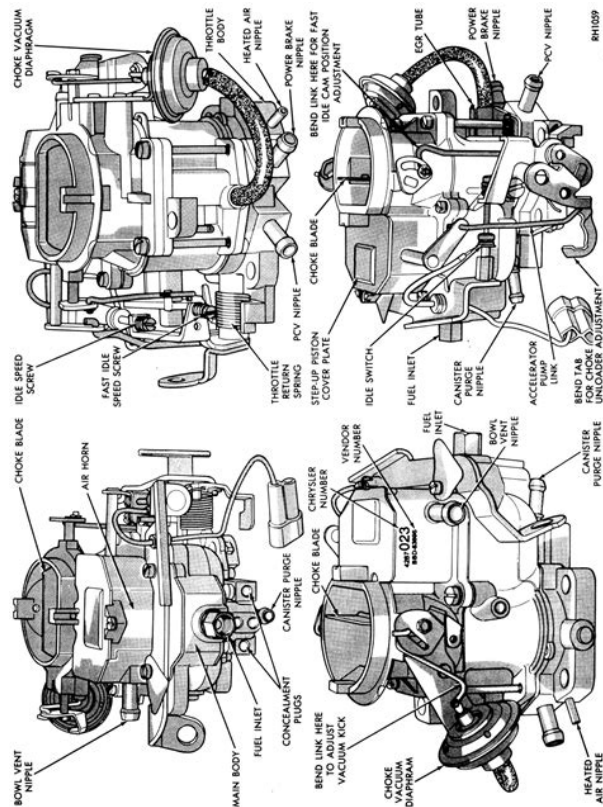


<https://www.thebiketube.com/acros-bosch-washer-manual-axxis>

One on the front, just outside to drivers side of the drivers side venturi idle control screw. I used this ported outlet for my distributor. There is also a ported outlet on the passenger side of the carb base. I am not sure if there is any difference between these two. Mark all hoses you remove from the Carter BBD and connect them back up to the corresponding ports on the MC 2100. The only connection missing from the MC 2100 I used, compared to the Carter BBD is the vapour line running from above the float bowl to the charcoal canister for the collection of evaporated gas fumes. I would suggest plugging this line that ran back to the canister, as the MC 2100 vents the float bowl into the air cleaner housing. 7. PCV There is a large PCV inlet port on the rear of the carb at the base. If you are looking in the junkyard for a MC2100 be sure that the version you take home is not an older one missing this port. 8. Idle Adjustment Like most other carburetors there are two screws on the front base to adjust the mixture. Turning them in leans out the idle mixture. Never seat these screws with a lot of pressure at they are needles which will distort and damage the soft metal of the carburetor. I would start with around 2 turns out on each screw and adjust equally from there using a vacuum gauge attached to manifold vacuum to adjust for peak lean vacuum. In other words, turn them out till you get maximum vacuum, then turn them in till it starts to drop off, and back them out slightly from that point to regain peak vacuum. This carburetor is very forgiving for idle adjustments, so dont sweat it. 9. Choke There was an electric choke assisted by exhaust gas on both of the MC2100 I

looked at. I tried the Motorcraft electric choke and it did not seem to work well so I used the Carter BBDs electric choke by removing and reversing the bimetal coil inside. This worked well till temperatures hit 30 degrees and I switched to a manual choke.

<https://www.fixemer.com/images/california-newborn-hearing-screening-program-provider-manual.pdf>



I found the electric came off too fast in these cold temperatures and annoyingly came back on after short stops. The manual choke works well.

10. Fuel line inlet The original fuel line will work fine. You may want to replace the short metal section that screws into the float bowl with a brass fitting.
11. Ford Base plate There is a cast aluminum base plate with a vacuum operated EGR assembly on it. These are common in the junkyards. As the oem gasket covers all of the bottom of the carburetor except the venturi openings I did not use the Ford base plate. I picked one up from the junkyard just in case. Using it will require lengthening the throttle linkage rod to compensate for its thickness.
12. Miscellaneous The rebuilt carburetor I used has a small spring on the float assembly shaft which I am told is used to dampen the float movement for rough conditions. The other MC2100 I have for parts does not have this spring on the pivot shaft. Jets are probably available from Ford. They are the same size as used on the 4 barrel motorcrafts. I have found that for my application the accelerator pump linkage works best set to the third hole down from the top of four holes on the arm at the throttle shaft. Its easy to tinker with to verify of this works best for you. I also just purchased a rebuilt 2100 carb from ebay. Once all the parts get here, I will be doing the conversion. I still need to do the NUTTER mod to get the computer out of the loop. Ill keep you posted on how things go.

Ted 83 CJ7 Many thanx Greg 85 CJ7, 258, Nutter Bypass, TR Upgrade Note that passwords are casesensitive. If I were to leave the automatic, I would need to run wiring for the power assist, as the previous owner removed the power assist for whatever reason. Where would I find the stock wiring, and if he ripped that out too, where would I need to connect the chokes power assist to. Thanks for any help !



drivin The automatic doesnt open up all the way which is why I think the truck runs so rough when the engine is warmed up. If I were to leave the automatic, I would need to run wiring for the power assist, as the previous owner removed the power assist for whatever reason. Where would I find the stock wiring, and if he ripped that out too, where would I need to connect the chokes power assist to. Thanks for any help !drivin IIRC if you drill out the rivets, the holes are threaded. Its helpful to put that info in your sig. Its a 1BBL carter carb, I was thinking of removing the carb and drilling them out, good to know they are threaded before I did so. Its a 1BBL carter carb, I was thinking of removing the carb and drilling them out, good to know they are threaded before I did so. You sure its not a 2V Carter BBD. Thats what would be original on a 1982 4.2L engine. If you have an aluminum intake manifold, its a 2V. Not so sure about the Carter and threaded holes. Its 100% thermal you need a choke stove and working hot air lines for it to open. You can get a repair kit for the choke stove from the Help. The BBD has some problems, but the automatic choke should work fine if its connected. Sorry! And now its off It connects to a relay somewhere youd have to check the wiring diagrams for your year. There are also connections to the heater hoses on the intake manifold. These will warm the manifold and keep the fuel vaporized in cold weather. Both the electric carb heater and the coolant connections will improve cold weather drivability. As I wrote above, IIRC the choke flap is entirely motivated by hot air from the choke stove. A manual choke conversion should be easy using the Help. It connects to a relay somewhere youd have to check the wiring diagrams for your year. There are also connections to the heater hoses on the intake manifold. These will warm the manifold and keep the fuel vaporized in cold weather.

Both the electric carb heater and the coolant connections will improve cold weather drivability. As I wrote above, IIRC the choke flap is entirely motivated by hot air from the choke stove. A manual choke conversion should be easy using the Help. Try a pair of small vice grips to turn it. I have never had a carb. I ended up grinding off the screw heads as it was taking far too long with a drill. I popped off the retaining plate for the black cap and there was enough of the screw left to grab with some pliers and unscrewed them. Works well. I drove the truck around for about a half hour, also bleed the brakes. Seems like it didnt do a whole lot for the rough driving after it warms up. Perhaps helped a little bit, but it seems like it drove better with full choke. It seems to really like a rich mix. Any suggestions or is that the case with this kinda truck first J10 Your best friend would be the yearspecific TSM. My quick scan of the net says that 1983 was the first year for the stepper motor, but such references are often inexact. Start with the simple stuff and then look at making changes when thats straightened out. The hose was actually sucked closed by the vacuum. I put a vacuum cap on both ends for now. Didnt drive any different, however, when driving with no choke carb plate fully open the truck would backfire and try to kill itself. If I give it full choke closed plate it runs fine.

I cant find any other vacuum leaks. I rebuilt the carb with as much as the kit had. Which wasnt much, gaskets mostly. When I took it apart, the plunger that goes over the intake check ball was folded over on to itself. I can only guess that the last rebuild of it had gone bad. I replaced the plunger and most of the gaskets. I didnt rebuild the Venturi cover. whatever that is So the differences were thus. Coming from a stop and accelerating, the truck was performaing MUCH better. Before I if I gave it too much gas and not enough clutch, the pickup would die.

<http://kraljicabih.com/wp-content/plugins/formcraft/file-upload/server/content/files/162737be5cbd8e--brinks-lock-box-manual.pdf>

Now it loved as much gas as I could give it no matter how much clutch. It had more pick up when accelerating than it has since Ive owned it. After the truck warmed up, it preferred half choke over full choke. If the choke plate opened up to full, the truck would die when coming to a stop. It also doesnt idle with no choke. Which it would before. Before If I stomped on the gas it would die, but If I slowly pushed on the gas, it would rev fine. The float moved freely, no sticking or gunk in the carb at all. It was pretty clean. Im going to get my buddies timing light tomorrow and see if the timing is off. So there is some progress but more work needed. I am trying to find where all the vacuum tubes should be going. Since the previous owner removed them all, Im afraid that the bowl vent tube needs to be attached to make it work how it should. Basically I agree with Jim C that you should check all the factory settings and make sure everything is functioning normally, before you start looking for a more exotic cause. The BBDs usual problem, discussed in your link, is that they wont idle. This happens most often when you come to a stop in traffic. I thought this was your main complaint. Even though I agree with Jim, I will point out that these engines are very prone to manifold leaks at the cylinder head. Leaks on the intake side will lean out the mixture to specific cylinders, reducing power and drivability. Extra lean cylinders will also cause burnt exhaust valves. Exhaust leaks besides being noisy will let excess O2 in behind the exhaust valves and cause. Manifold gasket replacement is a pretty common repair for these engines, in my experience. Check your compression too. Thats the easiest way to look for a leaky exhaust valve. An engine with good compression and good oil pressure is basically healthy, so if you have those, you can look for secondary causes of the roughness. Cleaned out the venturi and what nots even more. Eveything looks pretty darn clean now.

<http://batterseataxi.com/survey/userfiles/files/canoscan-lide-80-manual.pdf>

Noticed the plunger was already ripped. Warranty is going to cover it and ill have another in a couple of days. Check on jets make sure they are clean. And I think you are going in the right direction with checking the timeing. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Not the original engine. When I purchased it in the late 80s, all the pollution stuff was gone. Live in Indiana and no emission testing. Carter carb has given out needs a rebuild, so I thought Id do the upgrade. The kit is ordered along with a pressure regulator. Been reading instructions online and keep seeing references to the electric choke wire. I dont have one. Ive been marking hoses and trying to get prepared for the install. Im also assuming that it is a simple 12v powered via the ignition switch. Any pictures of the stock Carter setup would be helpful too. Is the carburetor the correct one for 1979. If so, as far as I can tell there is no electric choke on a 258 in 1979. Here is the wiring diagram for 79 for the Cherokee and Wagoneer the underhood wiring should be the same as the CJ. It may be a little confusing, but both the V8 and 258 I6 wiring is shown on the same diagram. You can see that the V8s have an electric choke wire controlled by an oil pressure switch. The 258s do not they have a thermostatic choke that is controlled by hot air from a stove in the exhaust manifold. AFAIK this did not change to electric until 1981, when the manifolds were changed. Does your choke cover have a place to connect a wire The Weber is the upgrade. Assuming the Weber kit you ordered has an electric choke, you will need to add a wire to power the choke. You can order a Weber kit with a manual choke, if you prefer. I would mimic the

diagram for a V8 and connect to splice H. This will be inside the wire loom, wrapped in duct tape. Unwrap the duct tape and solder a new wire for the choke to the splice.

The wrap it up in another piece of duct tape and put it all back in the loom. You can choose to use an oil pressure switch OPS like the V8 app, or not. With the OPS, the choke will not start to open until the engine is running. Without it, it will start to open as soon as you turn the key. This likely won't be a problem as long as you don't leave the key on in cold weather. If the vehicle was originally equipped with an electric choke and/or an idle solenoid use that wire. If you do not have a wire present, splice into the wire leading from the ignition switch to the coil or ballast resistor. Water chokes must have a free flow of engine coolant. Thanks for the help! Barry I can't tell how the choke line no longer used is connected to the manifold. Suggestions of what to do with this. Sorry, can't post a pic yet. Also, would you use gasket cement on the carb gaskets. Thanks, Barry A 79 should be. If so remove the tube from the manifold and you are done. The end of the tube should pull out of the pocket in the manifold. Re gasket cement, I would not. Anyway, carb is mounted and I'm trying to hook up hoses. There are two hoses on top of the cover. With the old carb, the front hose went to the canister and the rear went to the carb. From what I've seen the front one goes to the PVC attachment on the lower plate. Does this go to the canister or the rear of the valve cover. Sorry no pictures. Barry By cover you mean valve cover. Those are PCV hoses. The PCV system will be shown in the 79 TSM. You do have a copy of the TSM. The PCV system has two hoses an inlet from the air and an outlet to the manifold. It takes clean filtered air from the air filter or a separate filter and sends it into the crankcase. Do you have the original vapor recovery system in the Jeep. If the PO removed that, it was an ignorant act. Look at your TSM about the vapor recovery system. You may want to put it back.

It vents your fuel tank and carburetor float bowl, and is 100% an asset with zero performance penalty. The PO had swapped engines and didn't put the equipment back. I'm going to put the hoses that I can identify back as they were with the Carter. Looking at the diaphragms, I think I have a place for everything to go. Still need to build a bracket to hold the fuel pressure regulator. Thanks, Barry Wow, what a difference. Like having a new engine. I really appreciate the help and advice. Thanks, Barry. The most common problem I've 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. Sometimes the idle there should be a plate over them. If you open the choke plate next to them are these things. 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 two. Any 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. To start viewing messages, anyone have any insight on this. Thanks in advance. The kit is made for aftermarket Holley carbs which aren't necessarily the same as factory installed ones. Will post more once I learn more. I will post further once I get it installed.

It has the original Carter BBD 2bbl carb though. Not sure if the Holley uses the same choke or not. It required a little tweaking of the fast idle cam but nothing too crazy which is good because I'm no mechanic. Hoping for easier cold starts this fall. The Carter BBD is a two barrel carburetor that came in two variations, one is computer controlled and has a stepper motor on the back side. The computer controlled version was used after 1981. Both have similar problems and considering they

haven't been "new" in approximately 20 years alternatives are sometimes the best option to regain reliability and performance. Sputtering, stalling, stalling at every stop sign and only running off idle. Very frustrating to deal with. We will explore the positives and negatives in all three types. Typically all mechanical, the amount of air moving through the carb dictates the amount of fuel being delivered. Usually carburetors have a fuel bowl that stores a small amount of fuel, an electric or manual choke, and vacuum ports. System failure with a quality carburetor is uncommon when compared to fuel injection systems with computers and sensors. A drawback to a carburetor is they are prone to flooding the engine when the Jeep is at extreme angles. The Weber is designed to supply the proper amount of fuel determined by the demand put on the engine. When demands are small, only the primary barrel is used, and when demands increase, the second barrel is used in to deliver the performance needed. Use of thie carb allows removal of all the electronics associated with the BBD. Most agree this swap will definitely make your Jeep nonemissions legal. What to use A Motorcraft sometimes called an Autolite 2100 series carb typically found on an AMC 304 or Ford 302 and a 2bbl manifold if your Jeep is not equipped with one. The correct size will have "1.08" in a small circle cast on the drivers side of the carb body. An adapter will be required to fit the carb to the Jeep manifold.

A 2bbl to 2bbl adapter from TD Performance Products adapter no. I try to answer all emails and calls even hundreds a week! but I am out of town on and off, so please try to inquire early on in the auction if you have a question. Remember there is no stupid question except the one that isnt asked. After the Auction If you have a question about the item or shipment after payment has been made, you must send your name, zip code, and auction number to track the sale and shipment. Also, if an auction is unsuccessful I always welcome an email but remember that eBay will not transfer the auction number or description in the header so you must include these on your own. Payment Upon completion of the auction, the successful bidder will be sent a notice with a payment total and other information. Shipping If you win several auctions, they may be combined to save shipping costs. Shipments outside the continental U.S. normally require additional shipping charges so please let me know if you are from Alaska, Hawaii, Puerto Rico, Canada, or anywhere else in the world in your first email to me along with your shipping preference. The Post Office is the most economical option for shipping outside the continental U.S., but has a few disadvantages it is slower, there is virtually no tracking, and it has been known to lose things. UPS is faster and has great tracking which is why we normally use them but it is more costly. Overseas orders can take a long time for delivery, so those customers must be patient. To our Canadian friends we ship north or south of the border on request, mark everything antique parts, and have some customers who clear customs themselves. Shipping to Canada via the Post Office can take a long time, especially on heavier packages. These charges are the buyers responsibility. Please check with your countrys customs office to determine what these additional costs will be prior to bidding or buying.

I try my best to describe everything as accurately as possible, but mistakes do happen at times. But I stand behind what I sell, and will make it right or offer a refund. Sellers Add a FREE map to your listings. FREE! You are the light of the world. A musthave for the serious restorer or rebuilder. The most complete resource available! Materials and information presented herein are archival in nature and are for historical research purposes only.

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