



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

ADJUSTMENT DATA TABLE
ROCHESTER CARBURETOR - MODEL M4MC, M4ME
USE W/50-608

50-585-6

YEAR	MAKE	YEAR	MAKE	FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER ADJ.
1978	BUICK 231" ENG. V/6	A/T		7/32"	INNER	9/32"	5/64"	1/64"	7/64"	1/8"	3/4	INDEX	7/32"
1979	BUICK 231" ENG. V/6												
	49 STATES CARB. NO. 17059240, 243	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	21°	3/4	1-RICH	30°
	49 STATES CARB. NO. 17059242	A/T		7/32"	INNER	9/32"	14.5°	.015"	15°	13°	3/4	2-RICH	30°
	CALIF. CARB. NO. 17059540, 543	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	23°	3/4	1-RICH	38°
	CALIF. CARB. NO. 17059544	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	21°	3/4	1-RICH	30°
	CALIF. CARB. NO. 17059546	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	21°	3/4	INDEX	30°
	CALIF. CARB. NO. 17059547	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	18°	3/4	1-RICH	30°
	CALIF. CARB. NO. 17059548	A/T		7/32"	INNER	9/32"	14.5°	.015"	21°	15°	3/4	1-RICH	30°
	301" ENG. V/8	A/T		7/16"	OUTER	3/8"	14.5°	.030"	23°	29.5°	5/8	2-RICH	33°
	305" ENG.												
	CALIF.			15/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
	350" ENG. 49 STATES												
	CARB. NO. 17059247, 249	A/T		5/16"	OUTER	3/8"	18°	.015"	20°	19°	3/4	1-RICH	38°
	CARB. NO. 17059251			13/32"	INNER	9/32"	18°	30°	23°	30.5°	1/2	2-RICH	35°
	ALTITUDE CARB. NO. 17059256			13/32"	INNER	9/32"	19°	30°	24°	32°	1/2	2-RICH	35°
	CALIF. CARB. NO. 17059554			13/32"	INNER	9/32"	19°	.030"	24°	36.5°	1/2	2-RICH	35°
1980	BUICK 231" ENG. V/6	A/T											
	49 STATES TURBO			3/16"	INNER	9/32"	14.5°	.025"	16°	16°	9/16	N/A	30°
	CARB. NO. 17080240, 243			13/32"	INNER	9/32"	14.5°	.025"	15°	18°	9/16	N/A	35°
	CARB. NO. 17080242			13/32"	INNER	9/32"	14.5°	.025"	16°	15°	9/16	N/A	35°
	252" ENG. V/6	A/T		5/16"	INNER	9/32"	24.5°	.025"	18°	14°	5/8	N/A	38°
	301" ENG. V/8	A/T		7/16"	OUTER	3/8"	14.5°	.025"	23°	29.5°	5/8	N/A	33°
1980-81	350" ENG. 49 STATES INCL. CANADA	A/T		7/16"	INNER	9/32"	18°	.025"	23°	20.5°	3/4	N/A	38°
1981	BUICK 231" ENG. V/6 CANADA			13/32"	INNER	9/32"	14.5°	.025"	15°	13°	9/16	N/A	35°
1982-83	BUICK 305" ENG. CANADA			3/8"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	38°
1980	CADILLAC 252"			5/16"	INNER	9/32"	24.5°	.025"	18°	14°	5/8	N/A	38°
1979	CHEVROLET 305" ENG.	A/T		13/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
	305", 350" ENG. CALIF.	A/T		15/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
1980	CHEVROLET 231" ENG.												
	49 STATES TURBO	A/T		3/16"	INNER	9/32"	14.5°	.025"	16°	16°	9/16	N/A	30°
1980	CHEVROLET 301" ENG. TURBO	A/T		15/32"	OUTER	5/16"	16°	.025"	22°	36°	5/8	N/A	33°
1980-81	CHEVROLET 305" ENG. 49S	ALL/T		7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	38°
	CARB. NOS. 17080202, 0204, 0207												
1981-83	CARB. NOS. 17081296, 297			1/2"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	38°
1980	CHEVROLET 305" ENG. 50S	A/T		19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	38°
	CARB. NOS. 17080502, 0504												
1982-84	CHEVROLET 305" ENG. CANADA			3/8"	INNER	9/32"	20°	.025"	25°/23°	---	7/8	N/A	38°
1985-86	CHEVROLET 305" ENG. CANADA			3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1980	CHEVROLET 350" ENG. 49S	ALL/T		7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	38°
	EXC. CARB. NO. 17080228			7/16"	INNER	9/32"	20°	.025"	25°	---	1	N/A	38°
1986	CHEVROLET 350" ENG. CANADA			1/2"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1979	CHEVROLET & GMC TRUCK 350", 400"												
	ENG. 50S	ALL/T		3/8"	INNER	9/32"	37°	.015"	23°	---	1	1-RICH	40°
1979	CHEVROLET & GMC TRUCK 454" ENG.	ALL/T		3/8"	INNER	9/32"	46°	.015"	24°	---	3/4	1-RICH	40°
1980	CHEVROLET & GMC TRUCK 350", 400" ENG.												
	50S	ALL/T		3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
	EXC. CARB. NOS. 17080503, 506, 508			15/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	42°
	EXC. CARB. NOS. 17080523, 524, 525, 526			15/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	42°
1980-85	CHEVROLET & GMC TRUCK 454" ENG. 50S	ALL/T		3/8"	INNER	9/32"	46°	.025"	24°	30°	3/4	N/A	40°
1981	CHEVROLET & GMC TRUCK 305" ENG.												
	CARB. NOS. 17081200, 1201, 1205, 1206	M/T		15/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	42°
	CARB. NOS. 17081220			13/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	42°
	CARB. NOS. 17081226, 1227			15/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	42°
	CARB. NOS. 17081524, 1526			13/32"	OUTER	5/16"	46°	.025"	25°	36°	7/8	N/A	38°
	350" ENG.	ALL/T											
1981-84	CARB. NOS. 17080213, 215, 298, 507, 513			3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
1981-82	CARB. NOS. 17081290, 1291, 1292			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	42°
1981-82	CARB. NOS. 17081506, 1508			13/32"	INNER	9/32"	46°	.025"	23°	36°	7/8	N/A	36°
1982	CHEVROLET & GMC TRUCK 305" ENG.			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	EXCEPT CARB. NOS. 17082230, 231			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
	EXCEPT CARB. NOS. 17082524, 526			13/32"	INNER	9/32"	46°	.025"	25°	36°	7/8	N/A	39°
1983	CHEVROLET & GMC TRUCK 305" ENG.												
	49S CARB. NOS. 17083220, 221, 222, 223, 224, 225, 226, 227			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	CARB. NOS. 17083230, 231			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
1982-83	CHEVROLET & GMC TRUCK 350" ENG.												
	CARB. NO. 17082213 (1982-85)			3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
	CARB. NOS. 17082289, 291, 292, 293			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	CARB. NOS. 17083290, 291, 292, 293			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	CARB. NO. 17083298 (1983-85)			3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
	ALT. CARB. NOS. 17082234, 235			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
	CARB. NOS. 17083234, 235			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
	CARB. NO. 17082513			3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
1982	CALIF. CARB. NOS. 17082506, 508			13/32"	INNER	9/32"	46°	.025"	23°	36°	7/8	N/A	39°
1984	CHEVROLET & GMC TRUCK 305" ENG.												
	CARB. NOS. 17084220, 221, 228			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
	229, 230, 231			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	CARB. NOS. 17084226, 227												
1984	CHEVROLET & GMC TRUCK 350" ENG.												
	CARB. NOS. 17084206, 234, 235			13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	39°
	291, 293, 294, 298			13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	39°
	CARB. NOS. 17084290, 292			13/32"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
	CARB. NOS. 17084500, 501 (1984-85)			3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	40°
1985	CHEVROLET & GMC TRUCK 261" ENG.												
	CARB. NOS. 17085209, 211			13/32"	OUTER	3/8"	20°	.025"	26°	36°	7/8	N/A	39°
	CARB. NOS. 17085223, 225			13/32"	OUTER	3/8"	20°	.025"	26°	36°	1/2	N/A	39°
1985-86	305" ENG.												
	CARB. NOS. 17085220, 221, 238, 239			13/32"	OUTER	3/8"	20°	.025"	---	26°	7/8	N/A	32°
	CARB. NOS. 17085246, 247, 248, 249			13/32"	INNER	9/32"	18°	.025"	20°	---	7/8	N/A	30°
	CARB. NOS. 17086246, 247, 248, 249			13/32"	INNER	9/32"	18°	.025"	20°	---	7/8	N/A	30°
	350" ENG.												
	CARB. NOS. 17085291, 293			13/32"	OUTER	3/8"	46°	.025"	---	26°	7/8	N/A	39°
	CARB. NO. 17085001			3/8"	INNER	9/32"	46°	.025"	23°	30°	1	N/A	40°
	454" ENG.												
	CARB. NO. 17085000			3/8"	INNER	9/32"	46°	.025"	24°	30°	7/8	N/A	40°

N/A NON ADJUSTABLE

**ADJUSTMENT DATA TABLE
ROCHESTER CARBURETOR - MODEL M4MC, M4ME**

USE W/50-608

YEAR	MAKE		FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER ADJ.
1985-86	CHRYSLER PRODUCTS 318" ENG. CARB. NO. 17085411		13/32"	OUTER	3/8"	20°	.025"	---	27°	1/2	N/A	38°
1985-86	DODGE TRUCK 360" ENG. 5.9L ENG. CARB. NO. 17085409 CARB. NO. 17085417 CARB. NO. 17085408, 414, 416, 431, 432		13/32"	OUTER	3/8"	20°	.025"	---	27°	5/8	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	27°	3/4	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	27°	1/2	N/A	38°
1986	360" ENG. CARB. NO. 17086425 CARB. NO. 17086434		13/32"	OUTER	3/8"	20°	.025"	---	23°	1/2	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	24°	1/2	N/A	38°
1979	OLDSMOBILE 305" ENG. 49S	A/T	13/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
1980	OLDSMOBILE 305" ENG. 49S	A/T	7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	38°
1980	OLDSMOBILE 305" ENG. CALIF.	A/T	19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	38°
1982-83	OLDSMOBILE 304" ENG. CANADA CARB. NOS. 17082282, 283		3/8"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	38°
1984	OLDSMOBILE 305" ENG. CARB. NOS. 17084284, 285, 288, 289		3/8"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	38°
1985	OLDSMOBILE 305" ENG. CANADA		3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1978	PONTIAC 301" ENG.	A/T	15/32"	OUTER	3/8"	5/64"	1/32"	1/8"	11/64"	5/8	2-RICH	13/64"
1979	PONTIAC 301" ENG. 49S	A/T	7/16"	OUTER	3/8"	14.5°	.030"	23°	29.5	5/8	2-RICH	33°
		M/T	7/16"	OUTER	3/8"	20°	.030"	25°	34°	5/8	1-RICH	33°
1979	PONTIAC 350" ENG. 49S	A/T	5/16"	OUTER	3/8"	18°	.015"	20°	19°	3/4	1-RICH	38°
1980-81	PONTIAC 301" ENG. CARB. NOS. 17080270, 272 CARB. NOS. 17080274, 17081276		15/32"	OUTER	3/8"	14.5°	.025"	25°	32.5°	5/8	N/A	33°
			15/32"	INNER	5/16"	16°	.025"	20°	28°	5/8	N/A	33°
1980	PONTIAC 305" ENG.	A/T	19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	38°
1980	PONTIAC 350" ENG.	A/T	7/16"	INNER	9/32"	18°	.025"	23°	20.5°	3/4	N/A	38°
1982-84	PONTIAC 305" ENG. CANADA		3/8"	INNER	9/32"	20°	.025"	25°/23°	---	7/8	N/A	38°
1985-86	PONTIAC 305" ENG. 5.0L CANADA		3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1986	PONTIAC 350" ENG. CANADA		1/2"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°

N/A NON ADJUSTABLE

INSTRUCTION SHEET

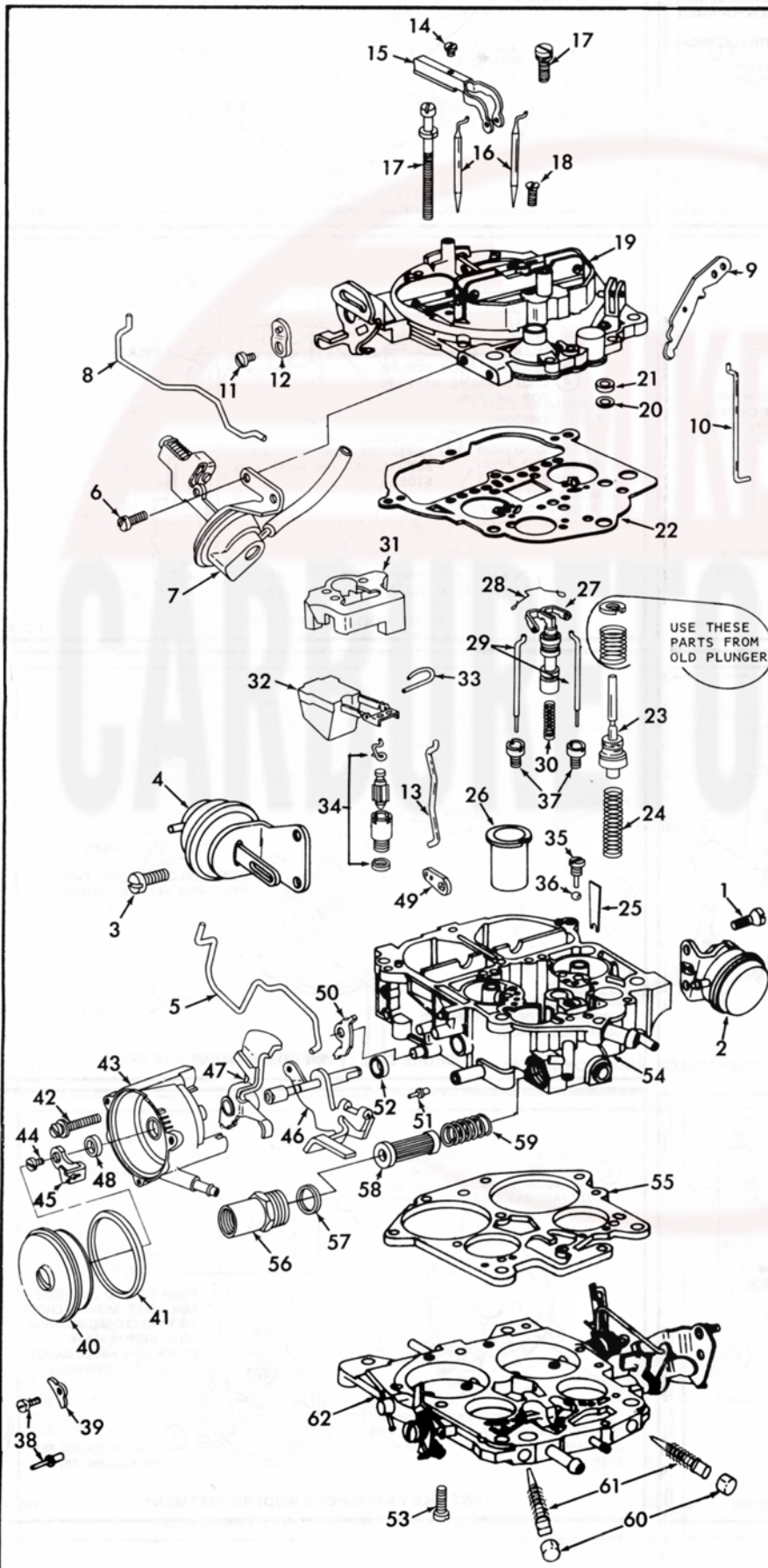
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER MODELS M4MC-M4ME

50-608

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE, THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. **NOTE:** TO REMOVE PUMP LEVER (8) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (18) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. CAREFULLY PRY UP OR BOUNCE POWER PISTON ASSY. (27) TO RELEASE PLASTIC LOCK RING HOLDING IT IN PLACE. **A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON. NO ATTEMPT SHOULD BE MADE TO READJUST OR REMOVE ADJUSTING SCREW. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS.** FOR REMOVAL OF TAMPER RESISTANCE CHOKE COVER SEE FIG (1). TO REMOVE IDLE MIXTURE NEEDLE PLUGS SEE FIG (2).

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - THROTTLE LEVER ACTUATOR	32. FLOAT & LEVER ASSY.
2. THROTTLE LEVER ACTUATOR ASSY.	33. HINGE PIN - FLOAT
3. SCREW (2) - REAR VAC. BREAK	34. NEEDLE, SEAT & GASKET ASSY.
4. REAR VAC. BREAK ASSY.	35. PLUG - PUMP DISC. BALL
5. LINK - REAR VAC. BREAK	36. BALL - PUMP DISC.
6. SCREW (2) - FRONT VAC. BREAK	37. JET (2) - MAIN METERING
7. FRONT VAC. BREAK & HOSE ASSY.	38. SCREW/RIVET (3) - RETAINER
8. LINK - FRONT VAC. BREAK	39. RETAINER (3) - CHOKE COVER
9. LEVER - PUMP	40. CHOKE COVER ASSY.
10. ROD - PUMP	41. GASKET - CHOKE COVER (HOT AIR ONLY)
11. SCREW - CHOKE LEVER	42. SCREW & LOCKWASHER - CHOKE HOUSING
12. LEVER - CHOKE SHAFT	43. CHOKE HOUSING ASSY.
13. ROD - CHOKE	44. SCREW - STAT COIL LEVER
14. SCREW - SEC. METERING ROD HOLDER	45. LEVER - STAT COIL
15. HOLDER - SEC. METERING RODS	46. SHAFT ASSY. - INTERMEDIATE CHOKE
16. METERING ROD (2) - SECONDARY	47. CAM - FAST IDLE
17. SCREW & LOCKWASHER - BOWL COVER	48. SEAL - CHOKE HOUSING
18. SCREW (2) - BOWL COVER (TAPERED HEAD)	49. LEVER - INTERMEDIATE CHOKE
19. BOWL COVER ASSY.	50. CAM - SECONDARY LOCKOUT
20. RETAINER - PUMP STEM SEAL	51. TUBE - VAC. PASSAGE
21. SEAL - PUMP STEM (1980 UP)	52. SEAL - INTERMEDIATE CHOKE SHAFT
22. GASKET - BOWL COVER	53. SCREW & LOCKWASHER (3) - THROTTLE BODY
23. PUMP PLUNGER ASSY.	54. FLOAT BOWL ASSY.
24. SPRING - PUMP RETURN	55. GASKET - THROTTLE BODY
25. BAFFLE - PUMP WELL	56. FILTER NUT - FUEL INLET
26. INSERT - ANTERIOD CAVITY (SOME MODELS)	57. GASKET - FILTER NUT
27. POWER PISTON ASSY.	58. FILTER - FUEL
28. SPRING - METERING ROD	59. SPRING - FILTER
29. METERING ROD (2) - PRIMARY	60. PLUG (2) - IDLE NEEDLE (NOT REPLACED)
30. SPRING - POWER PISTON	61. NEEDLE & SPRING ASSY. (2) - IDLE ADJ.
31. INSERT - FLOAT BOWL	62. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. **CAUTION: DO NOT SOAK DIAPHRAGM UNITS, SOLENOIDS, FLOAT, ELECTRIC CHOKE OR PARTS CONTAINING RUBBER OR PLASTIC IN CLEANING SOLVENTS.**

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. **NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.**

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (61) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3-4 TURNS. (FOLLOW VEHICLE MANUFACTURERS PROCEDURE TO COMPLETE IDLE ADJUSTMENT ON CAR.)

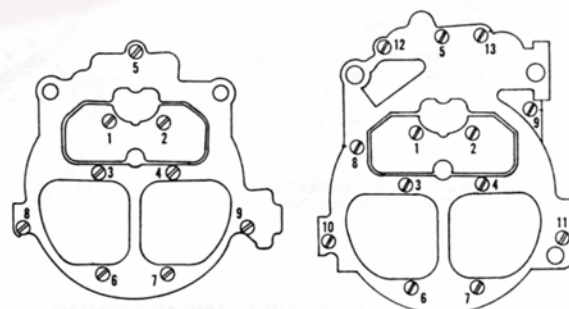
FUEL FILTER (58) - BE SURE TO USE FILTER WITH BUILT IN ROLL OVER CHECK VALVE AND WITH CHECK VALVE FACING OUT. TIGHTEN FILTER NUT TO 18 FT. LBS.

INTERMEDIATE CHOKE SEALS (48), (52) - SEAL (52) LIP OF SEAL IS FACING OUT AND SEAL (48) LIPS OF SEAL IS FACING IN.

CHOKE COVER GASKET (41) - DO NOT USE GASKET WITH ELECTRIC CHOKE COVER.

POWER PISTON AND METERING ROD INSTALLATION. BE CAREFUL TO PROPERLY POSITION METERING RODS IN METERING JETS AND THE PLASTIC RETAINER FOR PISTON IS PROPERLY LOCKED IN PLACE.

PUMP WELL BAFFLE (25) - SLOT IN BAFFLE GOES TO BOTTOM OF SLOT IN PUMP WELL.



BOWL COVER INSTALLATION
TIGHTEN BOWL COVER SCREWS
IN SEQUENCE AS SHOWN.

ADJUSTMENTS

1980-81

CAREFULLY ALIGN A #21 DRILL (.159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS AND SELF TAPPING SCREWS OR POP RIVETS ARE FOUND IN REPAIR KIT.

1980

BEFORE ASSEMBLING CHOKE, START SELF TAPPING SCREWS IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY.

CHOKE COVER INSTALLATION. ALIGN NOTCH IN COVER WITH RETAINER TAB (20 O'CLOCK) POSITION. TIGHTEN SCREWS EVENLY AND SECURELY.

1981

TO REASSEMBLE ALIGN NOTCH IN COVER WITH RETAINER TAB (20 O'CLOCK POSITION). CAUTION: BE SURE LOOP END OF COIL SPRING IS ON PIN OF COIL PICK UP LEVER. INSTALL RETAINERS AND NEW POP RIVETS TO SECURE CHOKE COVER.

IT MAY BE NECESSARY TO USE AN ADAPTER (TUBE) IF INSTALLING TOOL INTERFERES WITH ELECTRICAL CONNECTOR TOWER ON CHOKE COVER.

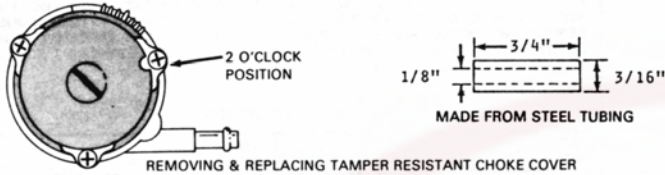
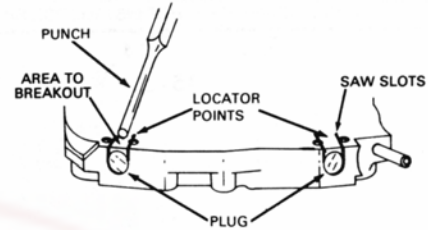


FIG. 1

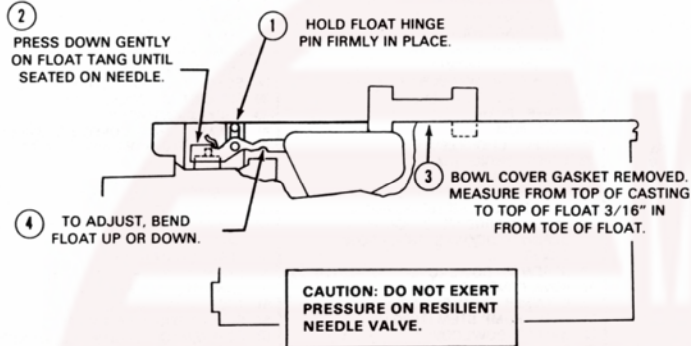
IDLE MIXTURE NEEDLE PLUG REMOVAL

SAW 2 SLOTS AS SHOWN (DO NOT EXTEND MORE THAN 1/8" BEYOND LOCATOR POINTS). SUPPORT THROTTLE BODY, THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY. HOLDING PUNCH AT 45° ANGLE BREAK OUT THROTTLE BODY CASTING TO GAIN ACCESS TO THE HARDENED STEEL PLUG. HOLD A CENTER PUNCH VERTICAL DRIVE IT INTO THE STEEL PLUG (HARDENED PLUG WILL BREAK). REMOVE PIECES TO GAIN ACCESS TO IDLE MIXTURE NEEDLE.



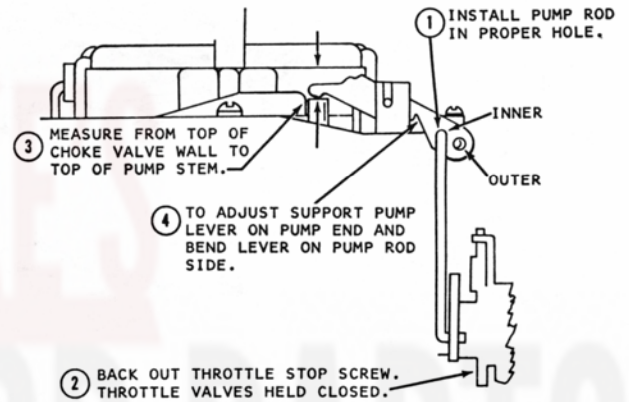
IDLE MIXTURE NEEDLE PLUG REMOVAL

FIG. 2



DRY FLOAT LEVEL ADJUSTMENT

FIG. 3

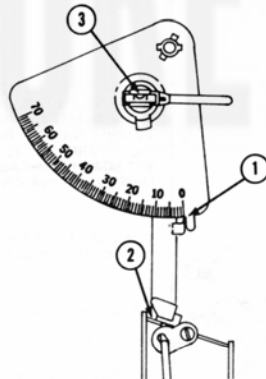


PUMP ROD ADJUSTMENT

FIG. 4

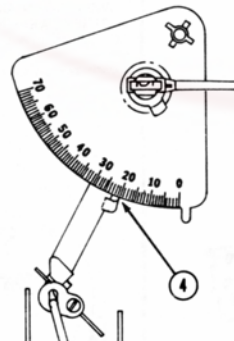
CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

1. ROTATE DEGREE SCALE UNTIL ZERO (0) IS OPPOSITE POINTER.
2. CHOKE VALVE HELD COMPLETELY CLOSED. PLACE MAGNET SQUARELY ON TOP OF CHOKE VALVE
3. ROTATE BUBBLE UNTIL IT IS CENTERED.



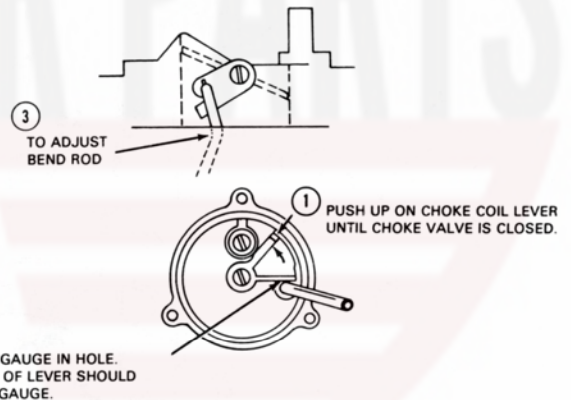
4. ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

GAUGE J-26701 KENT MOORE TOOL
BT-7704 BORRHOUGHS TOOL



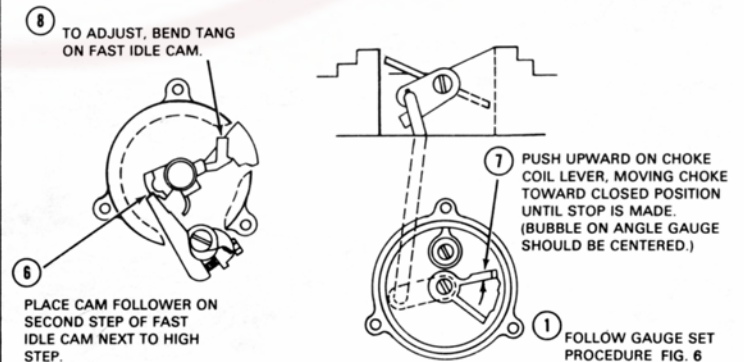
ANGLE GAUGE BASIC ADJUSTMENT

CONTINUE NUMERICAL OUTLINE IN EACH ADJUSTMENT USING DEGREE SETTING. FIG. 6



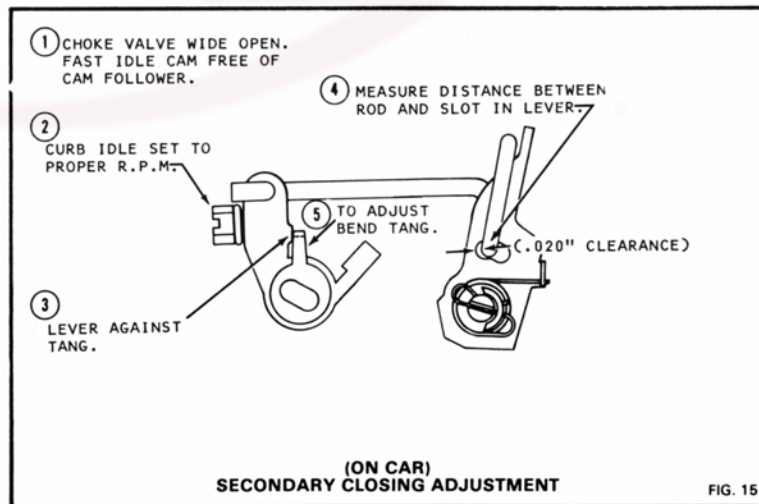
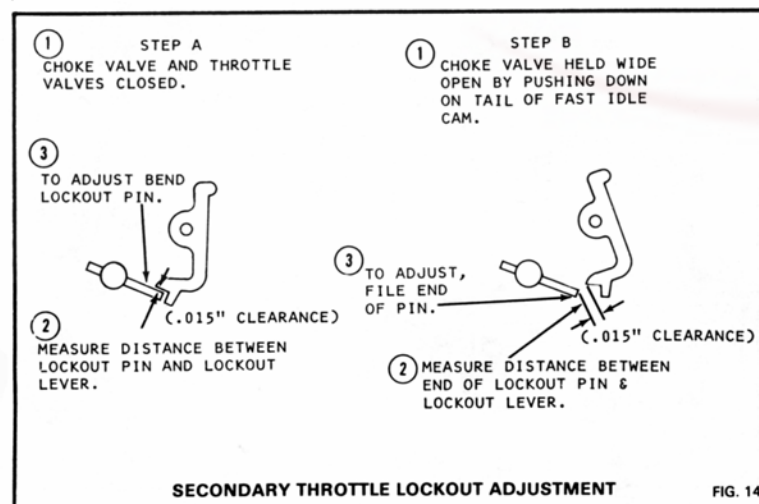
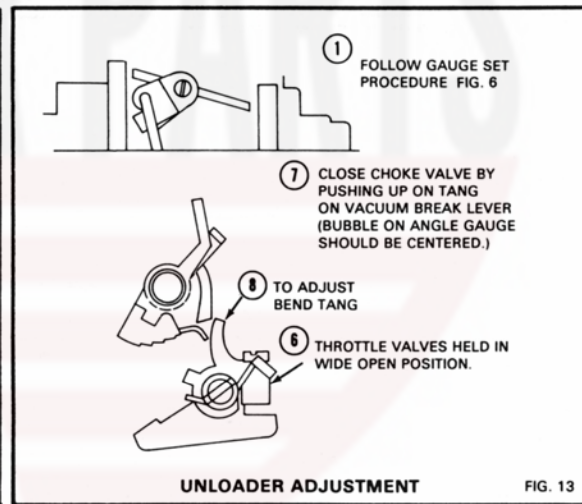
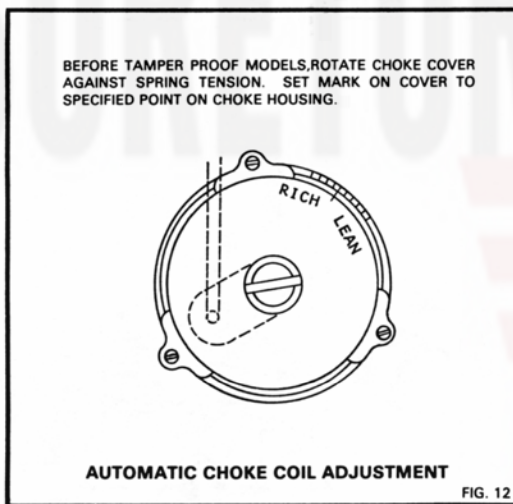
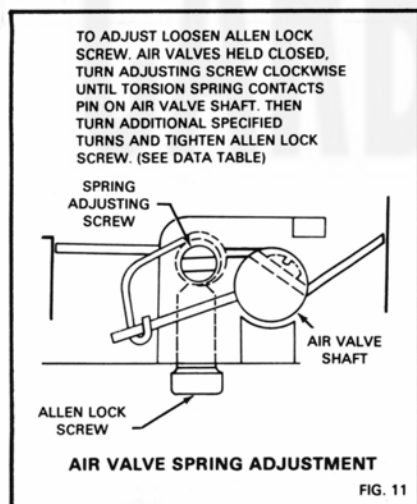
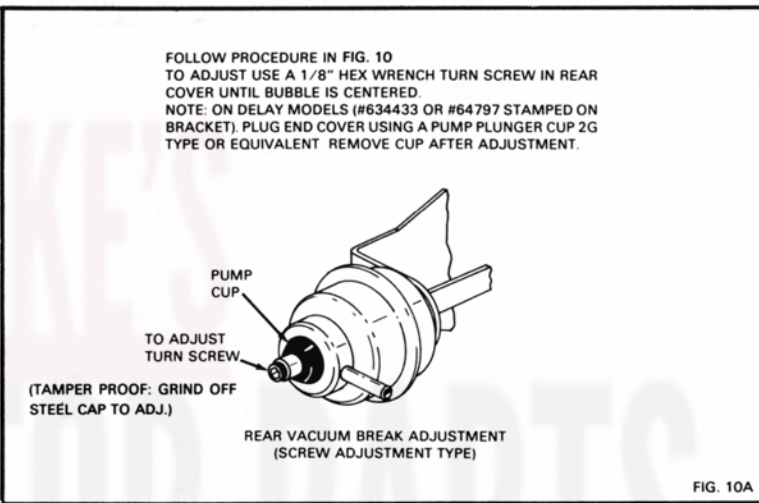
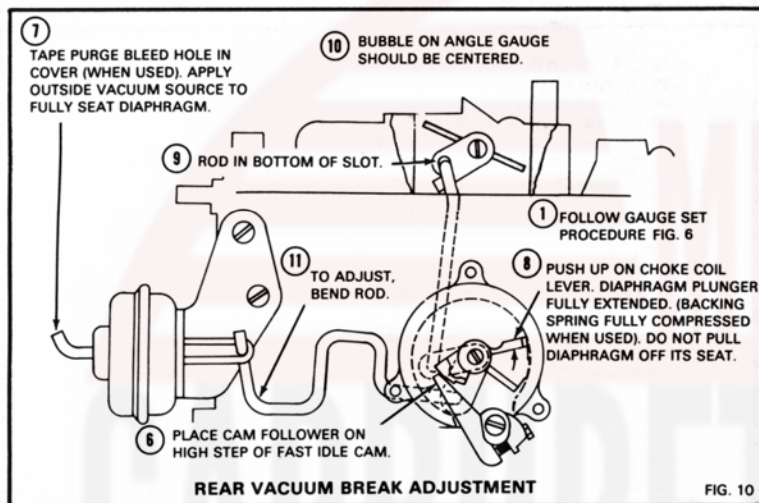
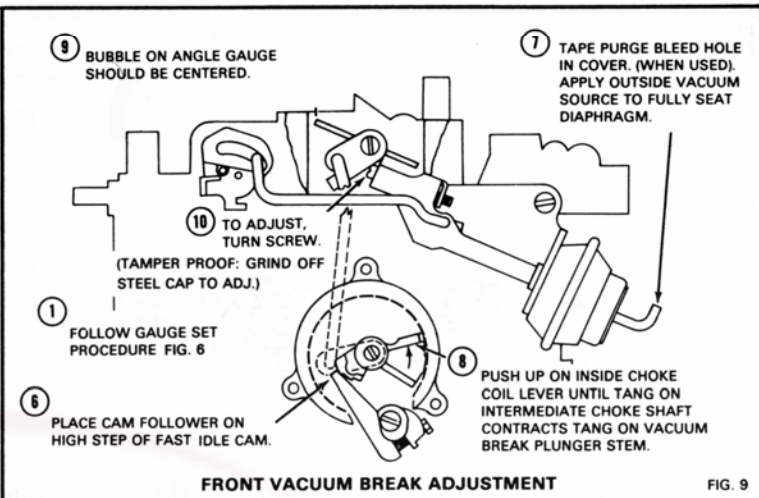
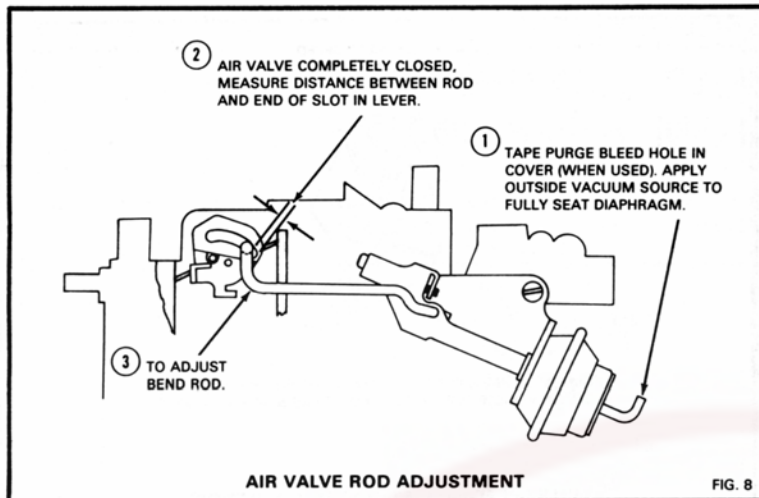
CHOKE COIL LEVER ADJUSTMENT

FIG. 5

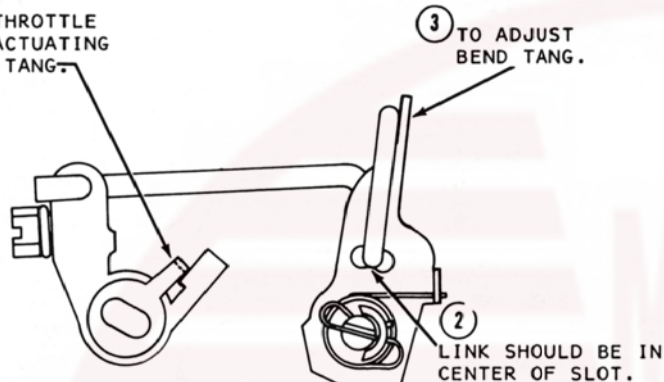


FAST IDLE CAM (CHOKE ROD) ADJUSTMENT

FIG. 7

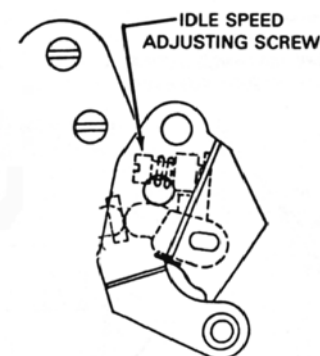


- ① OPEN PRIMARY THROTTLE SLOWLY UNTIL ACTUATING LINK CONTACTS TANG.



(ON CAR)
SECONDARY THROTTLE OPENING ADJUSTMENT

FIG. 16



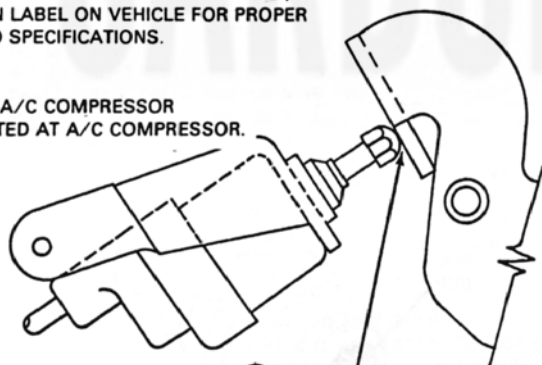
ENGINE AT NORMAL OPERATING TEMPERATURE CHECK EMISSION LABEL ON VEHICLE FOR PROPER PROCEDURE & SPECIFICATIONS.

IDLE SPEED ADJUSTMENT W/O SOLENOID

FIG. 17

- ① ENGINE AT NORMAL OPERATING TEMPERATURE, CHECK EMISSION LABEL ON VEHICLE FOR PROPER PROCEDURE AND SPECIFICATIONS.

- ② A/C SWITCH OFF. A/C COMPRESSOR LEAD DISCONNECTED AT A/C COMPRESSOR.



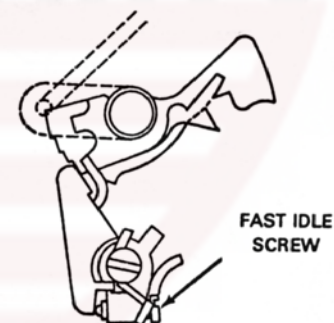
- ③ ADJUST IDLE SPEED SCREW TO "CURB IDLE" R.P.M.

- ④ A/C SWITCH ON, OPEN THROTTLE SLIGHTLY TO ALLOW SOLENOID PLUNGER TO FULLY EXTEND. ADJUST SOLENOID PLUNGER TO SPECIFIED "SOLENOID ENERGIZED" R.P.M. (RECONNECT A/C COMPRESSOR LEAD.)

A/C IDLE SPEED ADJUSTMENT W/SOLENOID

FIG. 18

CURB IDLE ADJUSTED PER EMISSION LABEL, PLACE FAST IDLE CAM FOLLOWER ON PROPER STEP OF FAST IDLE CAM. ADJUST FAST IDLE SCREW TO PROPER R.P.M. CHECK EMISSION LABEL FOR SPECIFICATIONS.



(ON CAR)
FAST IDLE ADJUSTMENT

FIG. 19

PUMP CUP INSTALLATION INSTRUCTIONS

A new pump plunger cup, garter spring (when needed), and an assembly tool is included in this repair kit. Replacing the old pump cup and garter spring with new fuel resistant components and reusing the original pump plunger stem and delayer spring ensures proper height adjustment. Follow the illustrated instructions carefully. **Note: A complete pump plunger assembly may be purchased from your supplier if you prefer, or you have broken button tabs and cannot repair your existing pump plunger assembly.**

Caution:

