



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.

INSTRUCTION SHEET

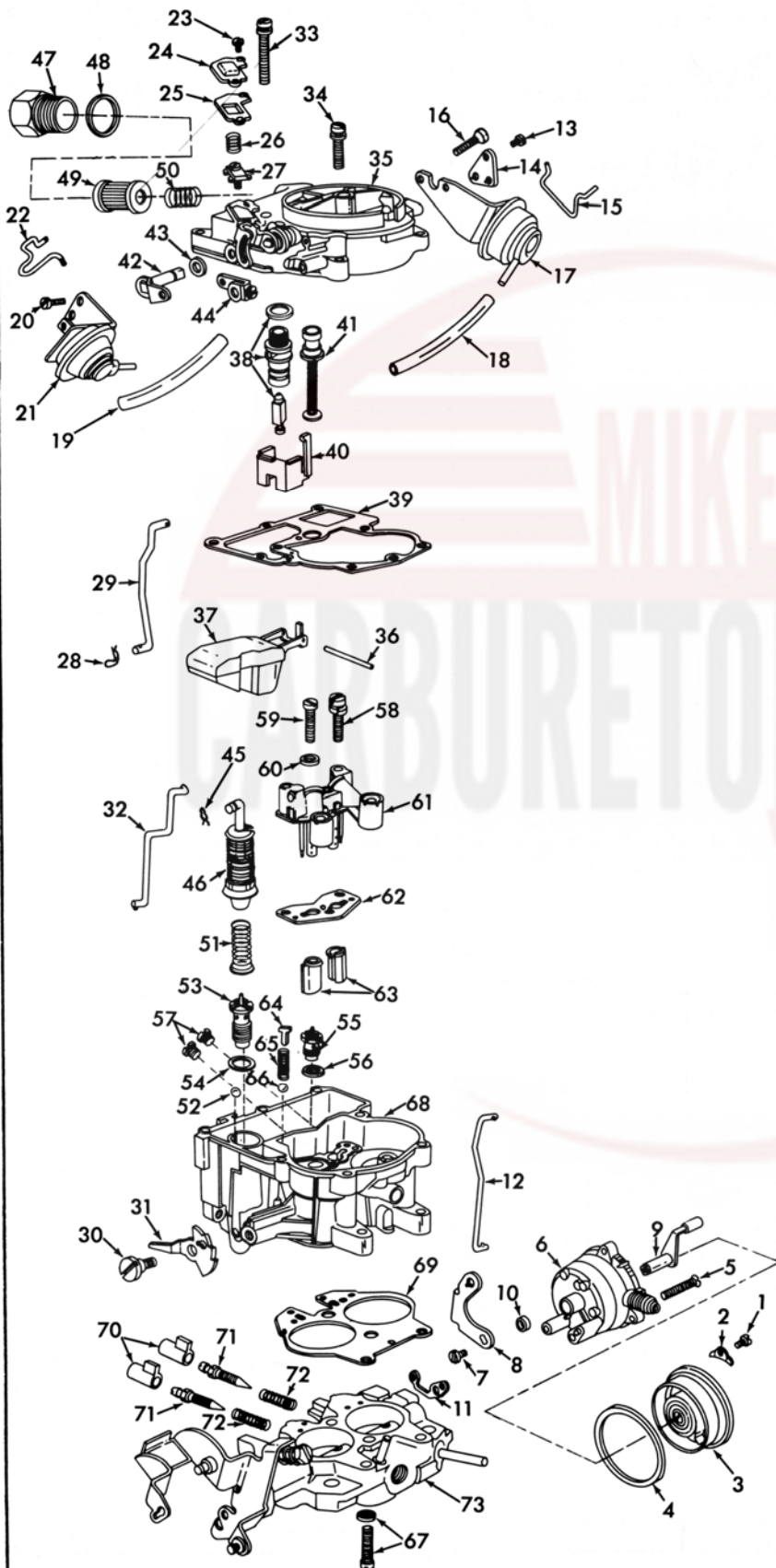
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER — MODEL 2G, 2GC

50-506

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 ASSY. (46), TWIST UPSET END WITH SMALL PLIERS UNTIL IT BREAKS OFF. SERVICE PUMP WILL HAVE A RETAINING CLIP GROOVE. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (41). IDLE LIMITER CAPS (70) CAN EASILY BE REMOVED BY BREAKING OFF WITH A PAIR OF PLIERS. NO REPLACEMENT CAPS ARE NECESSARY AS A BARE MIXTURE SCREW IS SUFFICIENT TO INDICATE THAT THE MIXTURE HAS BEEN READJUSTED. BEFORE REMOVING IDLE ADJUSTING NEEDLES (71), TURN IN TO COUNT THE NUMBER OF TURNS NEEDLES ARE OUT FROM A SEATED POSITION. SOME MODELS IN 1980-81 WILL HAVE A PUMP LEVER SHAFT SEAL. USE A SMALL SCREW DRIVER TO PRY OUT THE OLD SEAL. AFTER CLEANING INSTALL NEW SEAL WITH THE LIP OF SEAL FACING OUTWARD.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (3)-CHOKE COVER RETAINER	35. BOWL COVER ASSY.
2. RETAINER (3)-CHOKE COVER	36. PIN - FLOAT HINGE
3. CHOKE COVER & SPRING ASSY.	37. FLOAT & LEVER ASSY.
4. GASKET - CHOKE COVER	38. NEEDLE, SEAT & GASKET ASSY.
5. SCREW (2)-CHOKE HOUSING	39. GASKET-BOWL COVER
6. CHOKE HOUSING ASSY.	40. BAFFLE - FUEL
7. SCREW - LEVER	41. POWER PISTON ASSY.
8. LEVER-INTERMEDIATE CHOKE	42. PUMP LEVER SHAFT
9. SHAFT ASSY.-INTERMEDIATE CHOKE	43. WASHER-PUMP SHAFT (NYLON)
10. SEAL-INTERMEDIATE CHOKE SHAFT	44. LEVER - INNER PUMP
11. GASKET - CHOKE HOUSING	45. RETAINER (SERVICE ITEM)
12. ROD-INTERMEDIATE CHOKE	46. PUMP ASSY.
13. SCREW-CHOKE SHAFT LEVER	47. FITTING - FUEL INLET
14. LEVER - CHOKE SHAFT	48. GASKET - FITTING
15. LINK-AUX. VACUUM BREAK	49. FILTER - FUEL
16. SCREW (2)-AUX. VACUUM BREAK	50. SPRING - FUEL FILTER
17. AUXILIARY VACUUM BREAK ASSY.	51. SPRING - PUMP RETURN
18. HOSE-AUX. VAC. BREAK	52. BALL-PUMP INTAKE CHECK (ALUM)
19. HOSE-PRI. VAC. BREAK	53. POWER VALVE ASSY.-MECH.
20. SCREW (2)-PRI. VAC. BREAK	54. GASKET - POWER VALVE
21. PRIMARY VACUUM BREAK ASSY.	55. POWER VALVE ASSY.-VAC.
22. GASKET - PRI. VAC. BREAK	56. GASKET-POWER VALVE
23. SCREW (2)-VENT COVER	57. JET (2) - MAIN
24. COVER - VENT VALVE	58. SCREW & LOCKWASHER (2)-VENTURI CLUSTER
25. GASKET - VENT COVER	59. SCREW-VENTURI CLUSTER CENTER
26. SPRING - VENT VALVE	60. GASKET - CENTER SCREW
27. VENT VALVE ASSY.	61. VENTURI CLUSTER ASSY.
28. RETAINER - PUMP ROD	62. GASKET-VENTURI CLUSTER
29. ROD - PUMP	63. INSERT (2)-MAIN WELL
30. SCREW - FAST IDLE CAM	64. GUIDE-PUMP DISC. SPRING
31. CAM - FAST IDLE	65. SPRING-PUMP DISC. BALL
32. ROD - CHOKE	66. BALL-PUMP DISC. (STEEL)
33. SCREW & LOCKWASHER (1)-BOWL COVER (LONG)	67. SCREW & LOCKWASHER (3)-THROTTLE BODY
34. SCREW & LOCKWASHER (7)-BOWL COVER	68. BOWL ASSY.
	69. GASKET-THROTTLE BODY
	70. CAP (2)-IDLE LIMITER
	71. NEEDLE (2)-IDLE ADJUSTING
	72. SPRING (2)-IDLE ADJ. NEEDLE
	73. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH 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 FLOAT, DIAPHRAGM UNITS, RUBBER OR PLASTIC PARTS IN SOLVENT. DO NOT SAND, WIRE BRUSH, OR FILE ON TEFLON-COATED PARTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (71) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS COUNTED ON DISASSEMBLY.

PUMP RETURN SPRING (51) - INSTALL WITH LARGE END TO BOTTOM OF PUMP WELL.

POWER PISTON ASSY. (41) - LIGHTLY STAKE CASTING AROUND WASHER.

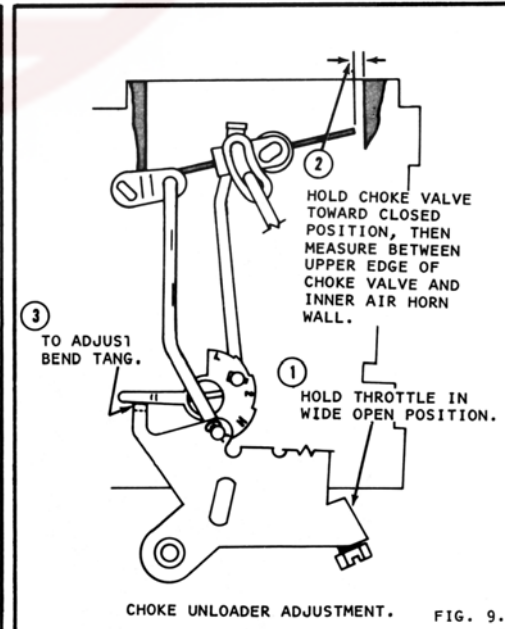
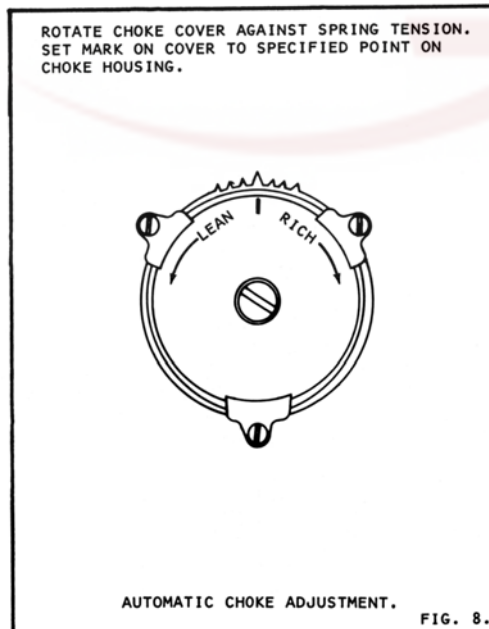
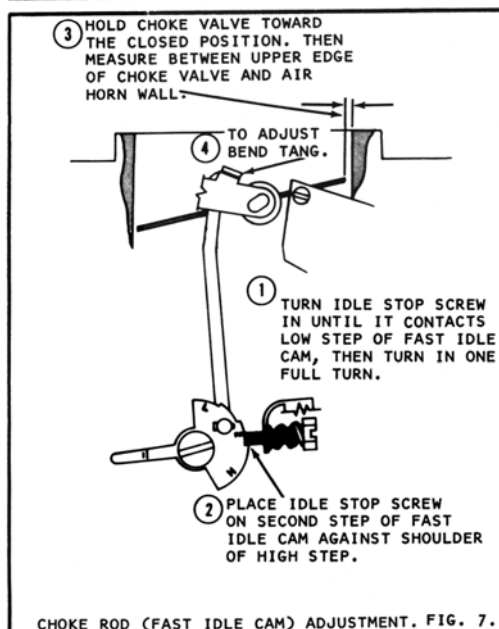
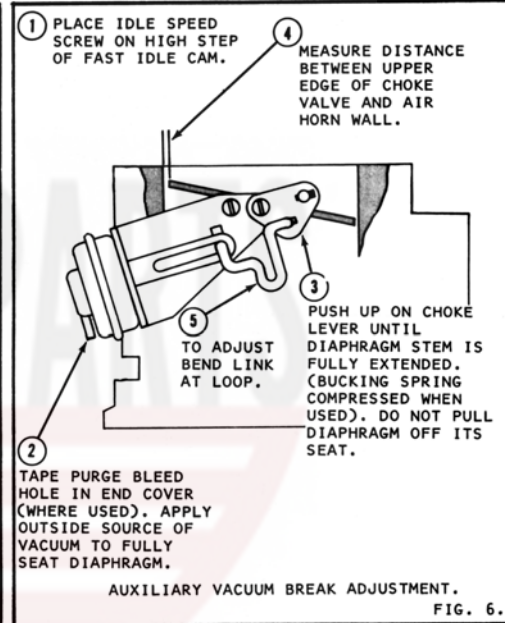
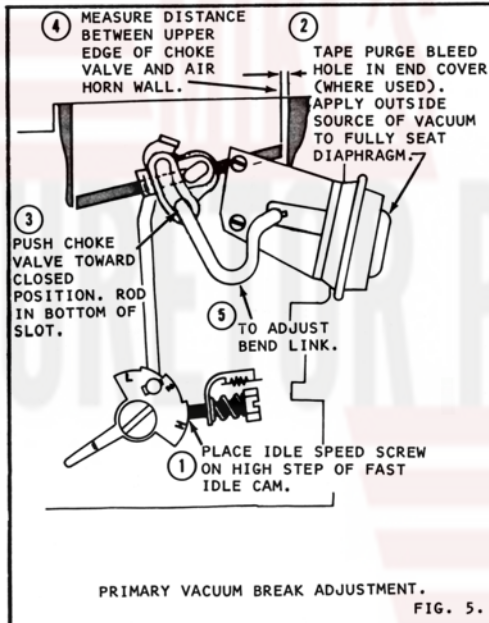
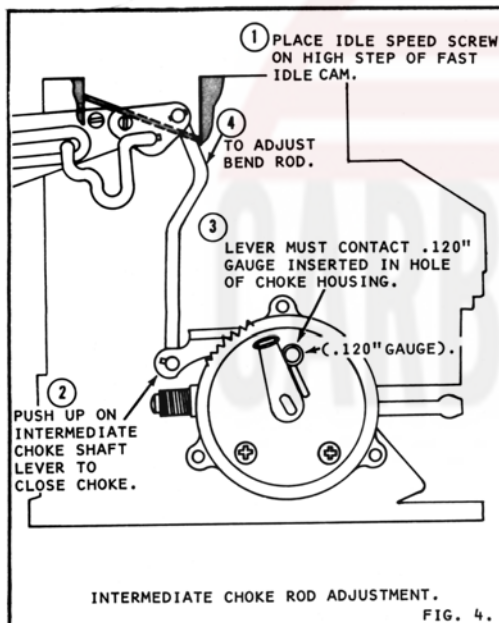
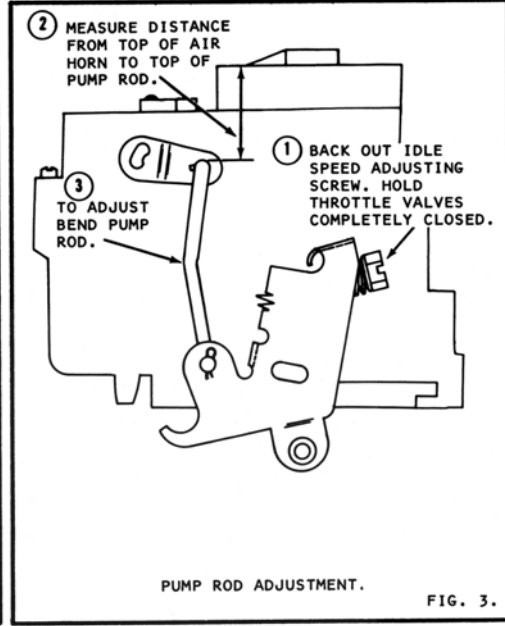
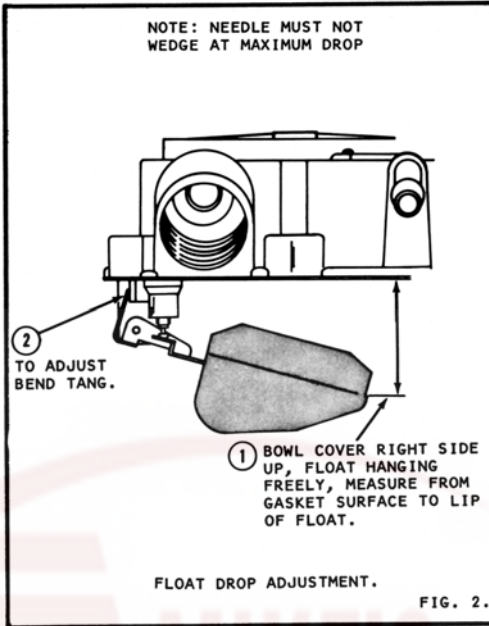
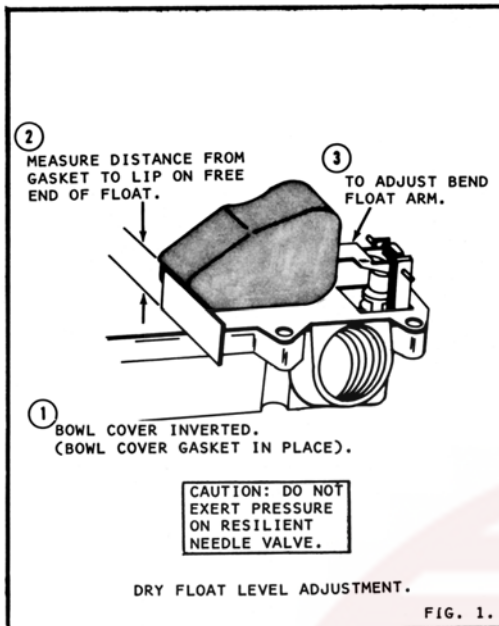


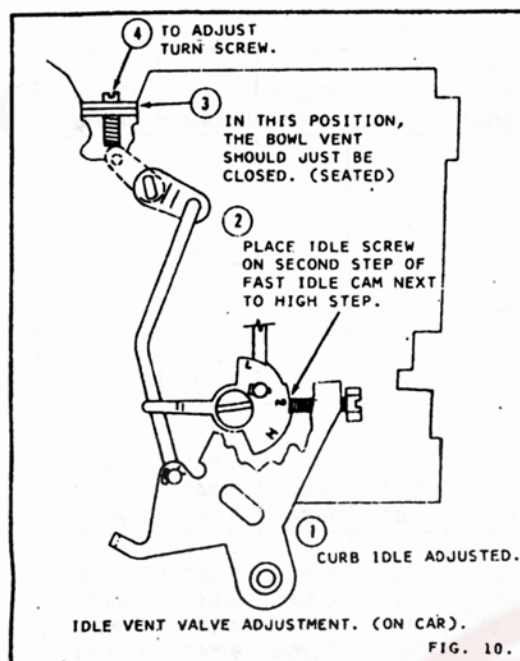
AIR HORN TIGHTENING SEQUENCE

INTERMEDIATE CHOKE SHAFT SEAL (10) - INSTALL SEAL WITH LIP FACING OUT.

CHOKE COVER GASKET (4) - DO NOT USE WITH ELECTRIC CHOKE COVER, IT MUST BE GROUNDED.

ADJUSTMENTS





ADJUSTMENT DATA TABLE ROCHESTER CARBURETOR MODEL 2GC

Year	Application			Float Level	Float Drop	Pump Rod Setting	Primary Vacuum Break	Auxiliary Vacuum Break	Choke Rod	Unloader	Automatic Choke Setting
BUICK											
1975	231" Eng. V6		A/T	7/16"	1 9/32"	1 19/32"	1/8"	1/8"	5/64"	9/64"	1-RICH
	Carb #7045145		M/T	7/16"	1 9/32"	1 19/32"	3/16"	1/8"	5/64"	9/64"	1-LEAN
	Carb #7045147		M/T	7/16"	1 9/32"	1 19/32"	1/8"	1/8"	5/64"	9/64"	1-LEAN
	231" Eng. V6	Calif.	A/T	7/16"	1 9/32"	1 19/32"	1/8"	1/8"	5/64"	9/64"	1-LEAN
	350" Eng. V8		A/T	15/32"	1 9/32"	1 19/32"	9/64"	1/8"	5/64"	3/16"	1-RICH
1976	231" Eng. V6	Federal		7/16"	1 5/32"	1 19/32"	7/64"	3/32"	5/64"	9/64"	1-RICH
	231" Eng. V6	Calif.		7/16"	1 5/32"	1 19/32"	1/8"	7/64"	5/64"	9/64"	1-RICH
	350" Eng. V8		A/T	15/32"	1 5/32"	1 11/32"	9/64"	3/32"	5/64"	3/16"	1-RICH
1977	231" Eng. V6	Federal	A/T	7/16"	1 5/32"	1 17/32"	7/64"	3/64"	5/64"	9/64"	3-RICH
	Carb #17057141, 145, 147			7/16"	1 5/32"	1 1/2"	7/64"	3/64"	5/64"	9/64"	1-RICH
		Calif.	A/T	7/16"	1 5/32"	1 1/2"	1/8"	7/64"	5/64"	9/64"	1-RICH
		Calif.	M/T	7/16"	1 5/32"	1 1/2"	9/64"	7/64"	5/64"	9/64"	INDEX
		Altitude	A/T	7/16"	1 5/32"	1 17/32"	1/8"	7/64"	5/64"	9/64"	1-RICH
	350" Eng. V8		A/T	15/32"	1 5/32"	1 9/16"	9/64"	7/64"	5/64"	3/16"	1-RICH
1978	196" Eng. V6		A/T	7/16"	1 5/32"	1 19/32"	1/8"	3/64"	5/64"	9/64"	1-RICH
	196" Eng. V6		M/T	7/16"	1 5/32"	1 9/16"	7/64"	5/64"	5/64"	9/64"	1-RICH
	231" Eng. V6	Fed/Can	A/T	7/16"	1 5/32"	1 19/32"	7/64"	5/64"	5/64"	9/64"	1-RICH
	231" Eng. V6	Federal	M/T	7/16"	1 5/32"	1 19/32"	7/64"	1/16"	5/64"	5/32"	1-RICH
	Carb #17058444	Calif.	A/T	7/16"	1 5/32"	1 19/32"	9/64"	3/32"	5/64"	9/64"	1-RICH
	Carb #17058446	Calif.	A/T	7/16"	1 5/32"	1 19/32"	1/8"	7/64"	5/64"	9/64"	1-RICH
	Carb #17058448	Calif.	A/T	7/16"	1 5/32"	1 9/16"	9/64"	3/32"	5/64"	9/64"	1-RICH
		Calif.	M/T	7/16"	1 5/32"	1 19/32"	5/32"	7/64"	5/64"	9/64"	1-RICH
		Altitude	All/T	7/16"	1 5/32"	1 19/32"	9/64"	3/32"	5/64"	9/64"	1-RICH
CHEVROLET											
1978	196" Eng. V6		A/T	7/16"	1 5/32"	1 5/8"	7/64"	1/16"	5/64"	9/64"	1-RICH
	196" Eng. V6		M/T	7/16"	1 5/32"	1 9/16"	7/64"	5/64"	5/64"	9/64"	1-RICH
	231" Eng. V6	Fed/Can	A/T	7/16"	1 5/32"	1 19/32"	7/64"	5/64"	5/64"	9/64"	1-RICH
	231" Eng. V6	Federal	M/T	7/16"	1 5/32"	1 19/32"	7/64"	1/16"	5/64"	5/32"	1-RICH
	231" Eng. V6	Calif.	A/T	7/16"	1 5/32"	1 9/16"	9/64"	3/32"	5/64"	9/64"	1-RICH
	231" Eng. V6	Calif.	M/T	7/16"	1 5/32"	1 19/32"	5/32"	7/64"	5/64"	9/64"	1-RICH
	231" Eng. V6	Altitude	All/T	7/16"	1 5/32"	1 19/32"	9/64"	3/32"	5/64"	9/64"	1-RICH
CHEVROLET/GMC TRUCK											
1979	350" Eng. V8 w/Vac Gov	Fed/Calif.	All/T	17/32"	1 9/32"	1 15/32"	---	---	---	---	---
1979-84	350" Eng. V8	Fed/Calif.	All/T	5/8"	1 9/32"	1 21/32"	---	---	---	---	---
1980-82	350" Eng. V8 w/Vac Gov	Fed/Calif.	All/T	5/8"	1 9/32"	1 15/32"	---	---	---	---	---
1980-84	350" Eng. V8										
	Carb #17080129, 17082129			5/8"	1 9/32"	1 21/32"	---	.130	.245	.250	---
1985-86	350" Eng. V8										
	Carb #17080126			5/8"	1 9/32"	1 15/32"	---	---	---	---	---
	Carb #17084433, 17085126			5/8"	1 9/32"	1 21/32"	---	---	---	---	---

Year	Application			Float Level	Float Drop	Pump Rod Setting	Primary Vacuum Break	Auxiliary Vacuum Break	Choke Rod	Unloader	Automatic Choke Setting
CHEVROLET/GMC TRUCK (Cont'd)											
1986-87	350" Eng. V8 Carb #17085464, 17086059 Carb #17085465			5/8" 5/8"	1 9/32" 1 9/32"	1 15/32" 1 21/32"	--- ---	--- ---	--- ---	--- ---	---
1988-90	350" Eng. V8 Carb #7044133 Carb #17058120 Carb #17088079 Carb #17788080	Canada Canada		11/16" 11/16" 5/8" 5/8"	1 9/32" 1 9/32" 1 9/32" 1 9/32"	1 9/16" 1 7/16" 1 15/32" 1 21/32"	--- --- --- ---	--- --- --- ---	--- --- --- ---	--- --- --- ---	---
OLDSMOBILE											
1975	231" Eng. V6 350" Eng. V8		A/T M/T A/T	7/16" 7/16" 15/32"	1 9/32" 1 9/32" 1 9/32"	1 19/32" 1 19/32" 1 19/32"	1/8" 1/8" 9/64"	1/8" 1/8" 1/8"	5/64" 5/64" 5/64"	9/64" 9/64" 3/16"	1-RICH 1-LEAN 1-RICH
1976	231" Eng. V6 Carb #7045147, 449 Carb #7045149 Carb #7045441 Carb #7045447 Carb #17056145, 149 Carb #17056447, 449 350" Eng. V8 Carb #17056143 Carb #17056144		A/T A/T M/T A/T A/T	7/16" 7/16" 7/16" 7/16" 7/16" 7/13" 15/32" 15/32"	1 9/32" 1 9/32" 1 7/32" 1 9/32" 1 5/32" 1 5/32" 1 5/32" 1 5/32"	1 19/32" 1 19/32" 1 19/32" 1 19/32" 1 19/32" 1 19/32" 1 9/16" 1 5/8"	1/8" 1/8" 1/8" 1/8" 7/64" 1/8" 9/64" 3/16"	1/8" 1/8" 7/64" 1/8" 3/32" 7/64" 7/64" 1/32"	5/64" 5/64" 5/64" 37/64" 5/64" 5/64" 5/64" 5/64"	9/64" 9/64" 3/16" 9/64" 9/64" 9/64" 9/64" 3/16"	1-LEXN 1-RICH 1-RICH 1-LEAN 1-RICH 1-RICH 1-RICH 1-RICH
1977	231" Eng. V8	Federal Calif. Calif. Altitude	A/T M/T A/T M/T A/T	7/16" 7/16" 7/13" 7/16" 7/13"	15/32" 1 5/32" 1 5/32" 1 5/32" 1 5/32"	1 17/32" 1 1/2" 1 1/2" 1 1/2" 1 17/32"	7/64" 7/64" 1/8" 9/64" 1/8"	3/64" 3/64" 7/64" 7/64" 7/64"	5/64" 5/64" 5/64" 5/64" 5/64"	9/64" 9/64" 9/64" 9/64" 9/64"	3-RICH 1-RICH 1-RICH INDEX 1-RICH
1978	231" Eng. V6 Carb #17058444 Carb #17058446 Carb #17058448	Fed/Can Federal Calif. Calif. Altitude	A/T M/T A/T A/T M/T All/T	7/16" 7/16" 7/16" 7/13" 7/16" 7/13"	1 5/32" 1 5/32" 1 5/32" 1 5/32" 1 5/32" 1 5/32"	1 19/32" 1 19/32" 1 19/32" 1 19/32" 1 19/16" 1 19/32"	7/64" 7/64" 9/64" 1/8" 9/64" 5/32"	5/64" 1/16" 3/32" 7/64" 3/32" 7/64"	5/64" 5/64" 5/64" 5/64" 5/64" 5/64"	9/64" 5/32" 9/64" 9/64" 9/64" 9/64"	1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH
PONTIAC											
1975	350" Eng. V8 Carb #7045143 400" Eng. V8		A/T A/T A/T	9/16" 15/32" 9/13"	1 7/32" 1 9/32" 1 7/32"	1 9/32" 1 19/32" 1 11/32"	9/64" 9/64" 9/64"	17/64" 1/8" 17/64"	3/32" 5/64" 3/32"	3/16" 3/16" 3/16"	1-RICH 1-RICH 1-RICH
1976	231" Eng. V6 350" Eng. V8 Carb #17056143 Carb #7045163, 173 Carb #17056161, 162 Carb #17056163 Carb #17056144 400" Eng. V8 Carb #7045167 Carb #17056160, 164	Federal Calif. A/T A/T A/T A/T A/T A/T	A/T M/T A/T A/T A/T A/T A/T	7/16" 7/13" 15/32" 9/13" 9/13" 9/16" 15/32" 9/16" 9/16"	1 5/32" 1 5/32" 1 5/32" 1 7/32" 1 9/32" 1 9/32" 1 5/32" 1 7/32" 1 9/32"	1 19/32" 1 19/32" 1 9/16" 1 11/32" 1 11/32" 1 11/32" 1 5/8" 1 5/16" 1 11/32"	7/64" 1/8" 9/64" 9/64" 9/64" 9/64" 3/16" 9/64" 11/64"	3/32" 7/64" 7/64" 9/32" 9/32" 9/32" 1/32" 5/16" 9/32"	5/64" 5/64" 5/64" 3/32" 3/32" 3/32" 5/64" 3/32" 3/32"	9/64" 9/64" 3/16" 3/16" 3/16" 3/16" 3/16" 3/16" 3/16"	1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH
1977	231" Eng. V6	Federal Calif. Calif. Altitude	A/T M/T A/T M/T A/T	7/16" 7/16" 7/16" 7/16"	1 5/32" 1 5/32" 1 5/32" 1 5/32"	1 17/32" 1 1/2" 1 1/2" 1 17/32"	7/64" 7/64" 1/8" 9/64"	3/64" 3/64" 7/64" 7/64"	5/64" 5/64" 5/64" 5/64"	9/64" 9/64" 9/64" 9/64"	3-RICH 1-RICH 1-RICH INDEX
1978	231" Eng. V6 Carb #17058444 Carb #17058446 Carb #17058448	Fed/Can Federal Calif. Calif. Altitude	A/T M/T A/T A/T M/T All/T	7/16" 7/16" 7/16" 7/16" 7/16"	1 5/32" 1 5/32" 1 5/32" 1 5/32" 1 5/32"	1 19/32" 1 19/32" 1 19/32" 1 19/32" 1 19/32"	7/64" 7/64" 9/64" 1/8" 9/64" 5/32"	5/64" 1/16" 3/32" 7/64" 3/32" 7/64"	5/64" 5/64" 5/64" 5/64" 5/64" 5/64"	9/64" 5/32" 9/64" 9/64" 9/64" 9/64"	1-RICH 1-RICH 1-RICH 1-RICH 1-RICH 1-RICH

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:

