



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

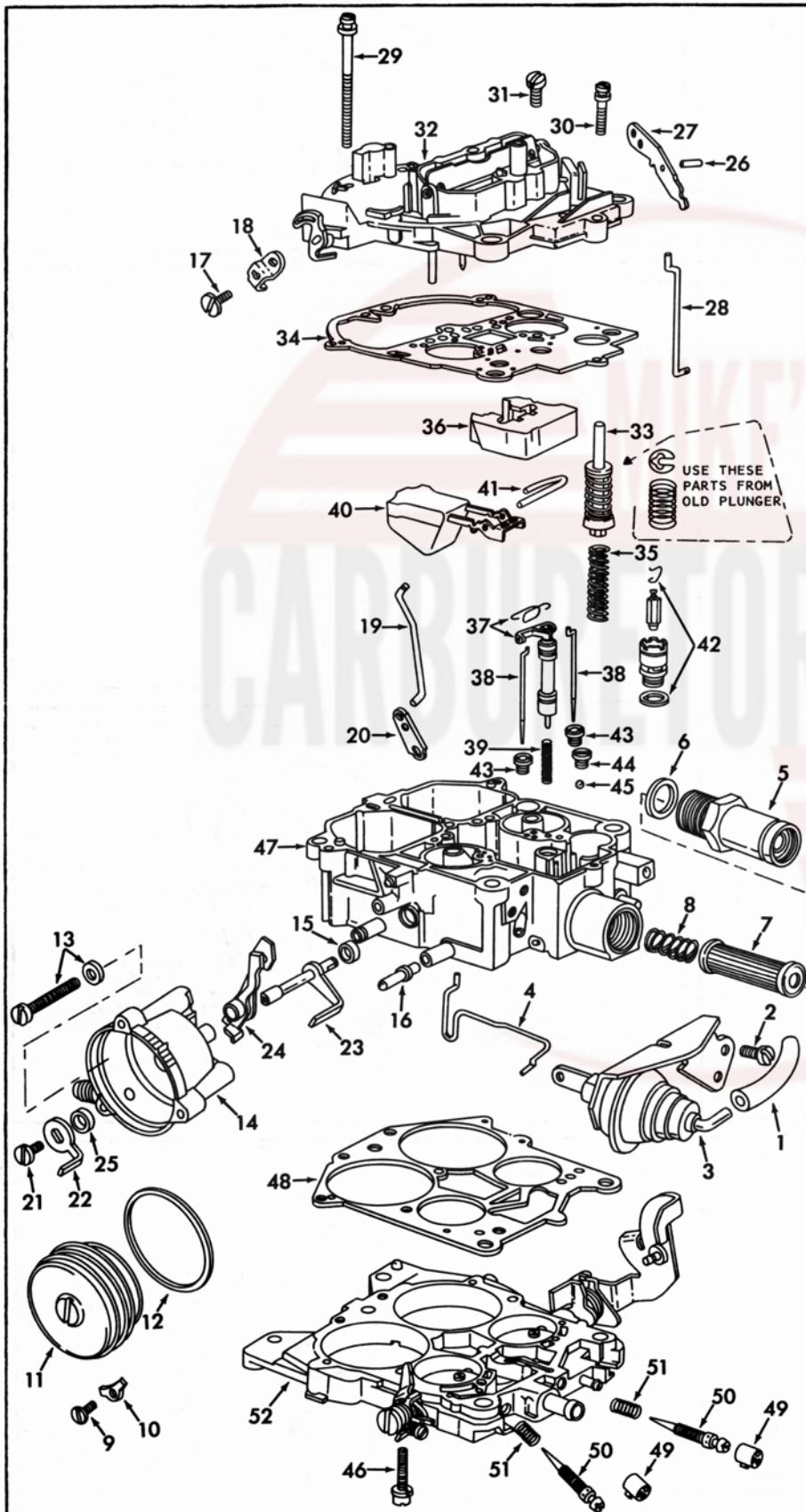
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER MODEL 2MC

50-507-2

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 (27) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (31) ARE INSIDE THE AIR HORN. CAREFULLY PRY UP ON VACUUM PISTON ASSY. (37) TO RELEASE PLASTIC LOCK RING HOLDING IT IN PLACE. IDLE LIMITER CAPS (49) CAN EASILY BE REMOVED BY BREAKING OFF WITH A 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 (50) TURN IN AND COUNT THE NUMBER OF TURNS TO SEAT NEEDLES.

MODELS HAVING A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON, NO ATTEMPT SHOULD BE MADE TO READJUST. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS.

NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE-CHOKE PULL OFF	28. ROD-PUMP
2. SCREW(2)-CHOKE PULL OFF	29. SCREW & LOCKWASHER(2)-BOWL COVER(LONG)
3. CHOKE PULL OFF ASSY.	30. SCREW & LOCKWASHER(5)-BOWL COVER
4. ROD-CHOKE PULL OFF	31. SCREW(2)-BOWL COVER (TAPERED HEAD)
5. FITTING-FUEL INLET	32. BOWL COVER ASSY.
6. GASKET-FITTING	33. PUMP ASSY.
7. FILTER-FUEL	34. GASKET-BOWL COVER
8. SPRING-FUEL FILTER	35. SPRING-PUMP
9. SCREW(3)-CHOKE COVER RETAINER	36. SPACER-FUEL BOWL
10. RETAINER(3)-CHOKE COVER	37. VACUUM PISTON ASSY.
11. CHOKE COVER ASSY.	38. ROD(2)-METERING
12. GASKET-CHOKE COVER	39. SPRING-VACUUM PISTON
13. SCREW & WASHER-CHOKE HOUSING	40. FLOAT ASSY.
14. CHOKE HOUSING ASSY.	41. PIN-FLOAT HINGE
15. SEAL-INTERMEDIATE SHAFT	42. NEEDLE, SEAT & GASKET ASSY.
16. TUBE-VACUUM PASSAGE	43. JET(2)-MAIN
17. SCREW-CHOKE SHAFT LEVER	44. PLUG-PUMP CHECK BALL
18. LEVER-CHOKE SHAFT	45. BALL-PUMP CHECK
19. ROD-CHOKE	46. SCREW(2)-THROTTLE BODY
20. LEVER-INTERMEDIATE SHAFT	47. BOWL ASSY.-FUEL
21. SCREW-CHOKE SPRING LEVER	48. GASKET-THROTTLE BODY
22. LEVER-CHOKE SPRING	49. CAP(2)-IDLE LIMITER
23. SHAFT-INTERMEDIATE CHOKE	50. NEEDLE(2)-IDLE ADJUSTING
24. CAM-FAST IDLE	51. SPRING(2)-IDLE ADJ. NEEDLE
25. SEAL-CHOKE HOUSING	52. THROTTLE BODY ASSY.
26. PIN-PUMP LEVER	
27. LEVER-PUMP	

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, FLOAT, OR PARTS MADE OF RUBBER OR PLASTIC IN CLEANING SOLVENTS.

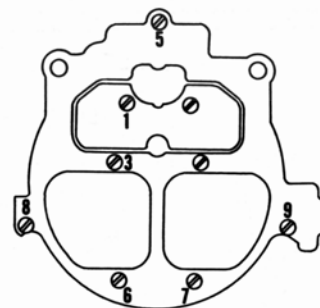
REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES(50)-TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS COUNTED ON DISASSEMBLY.

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.



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

INTERMEDIATE CHOKE SHAFT SEALS(15)(25)-SEAL(15)LIP OF SEAL IS FACING OUT AND SEAL(25)LIP IS FACING IN.

REFER TO DECAL IN ENGINE COMPARTMENT FOR CORRECT TUNE-UP PROCEDURE AND SPECIFICATION.

ADJUSTMENTS

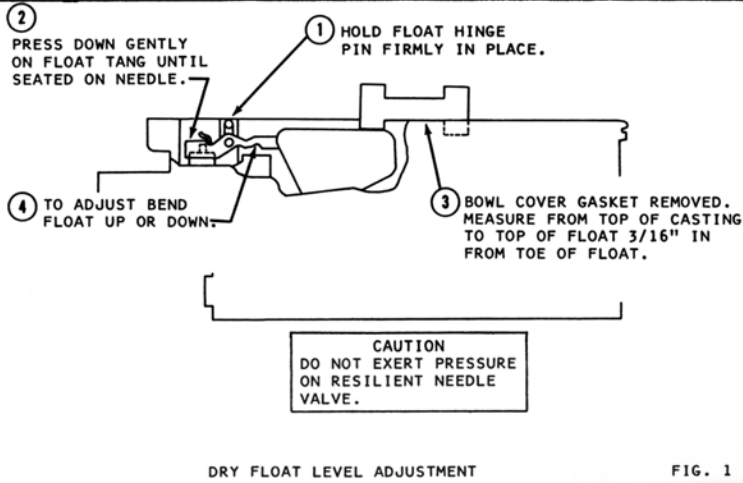


FIG. 1

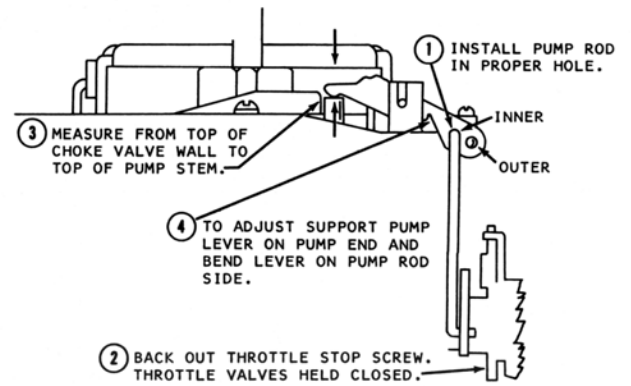


FIG. 2

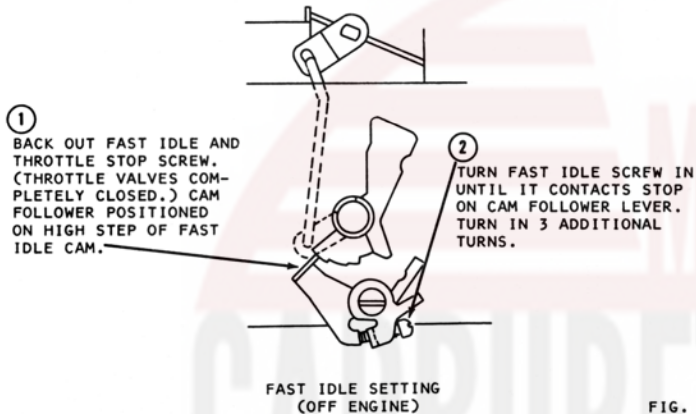


FIG. 3

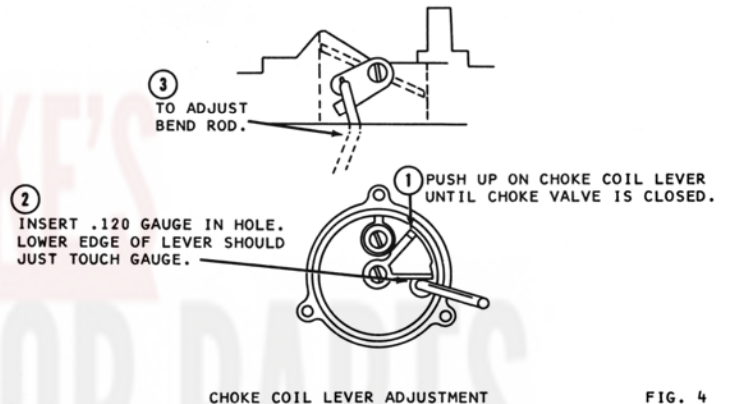


FIG. 4

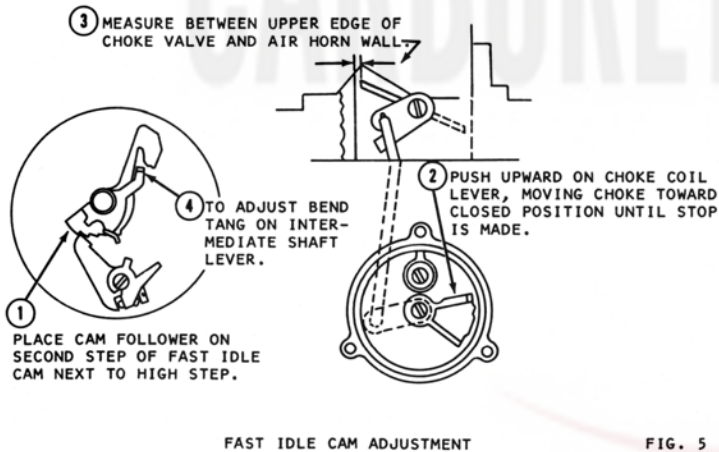


FIG. 5

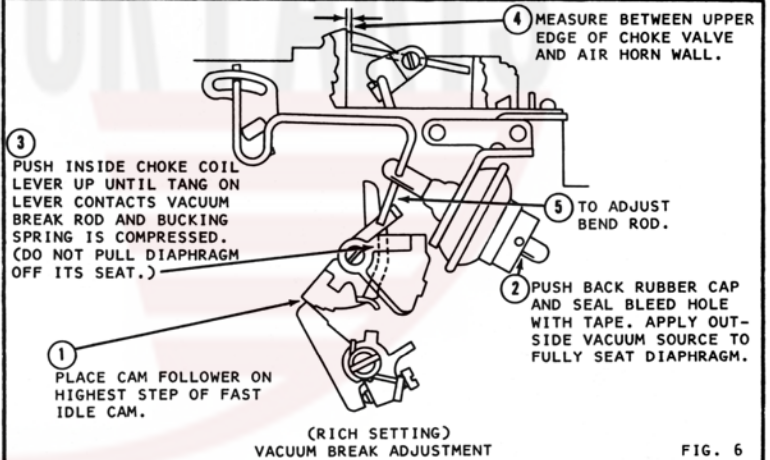


FIG. 6

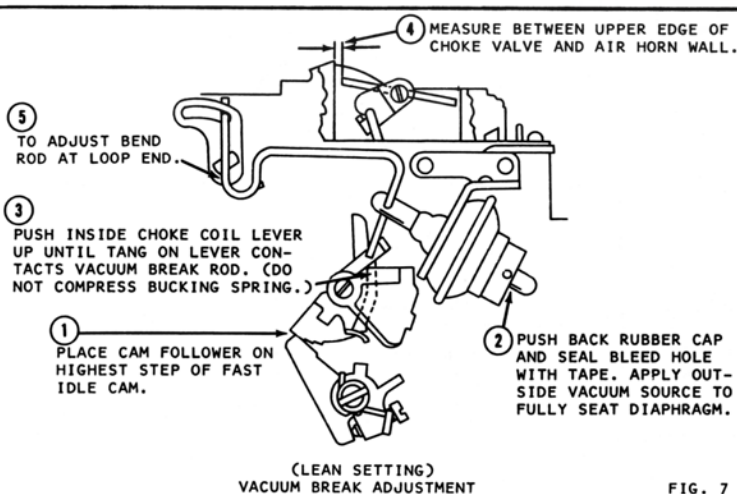


FIG. 7

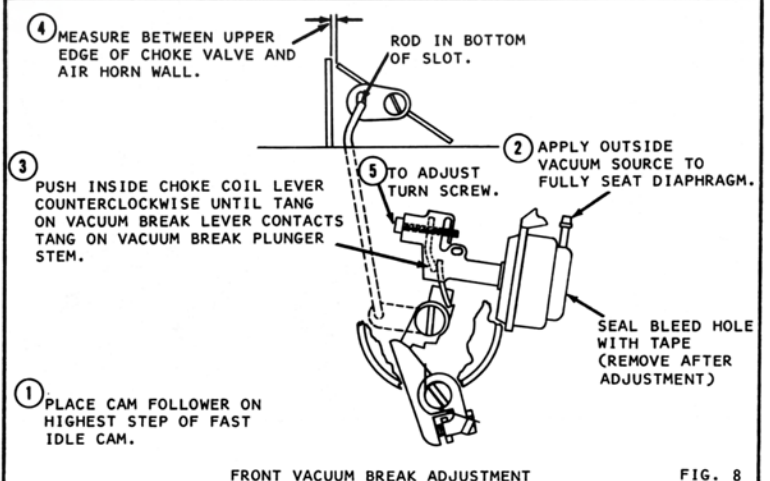
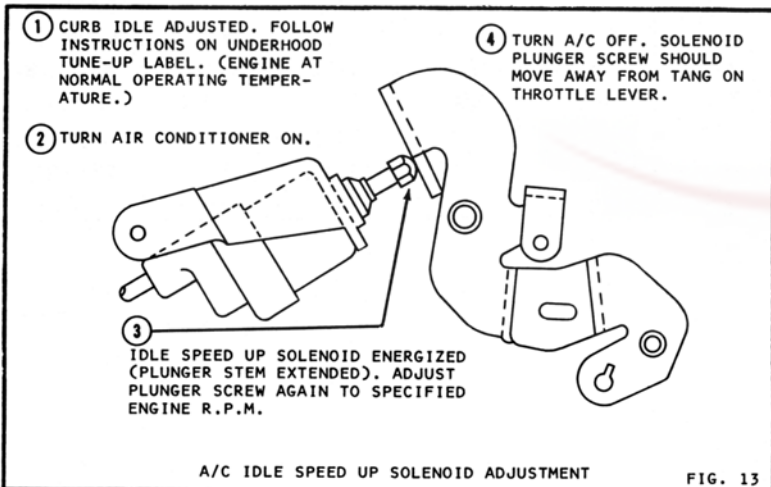
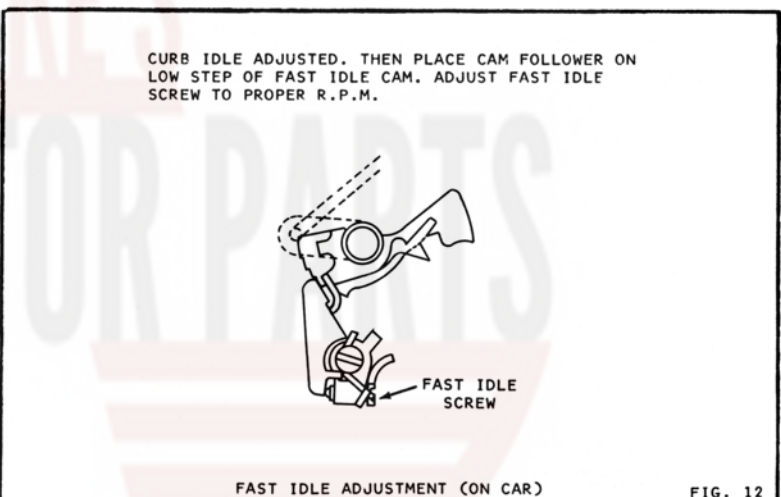
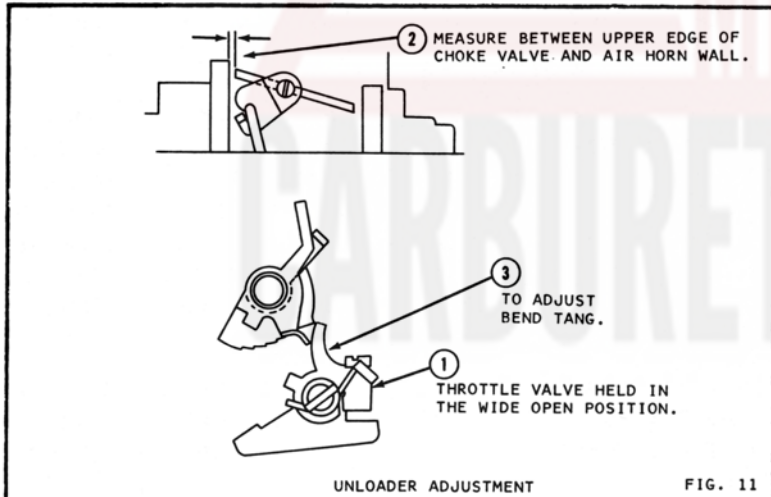
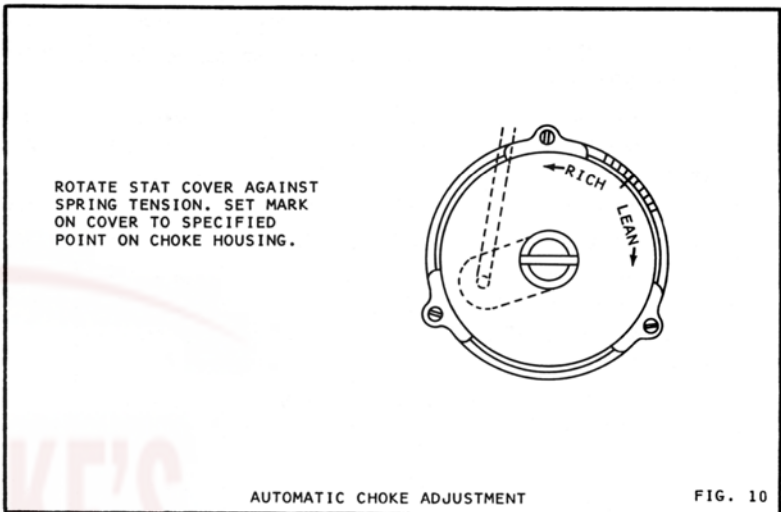
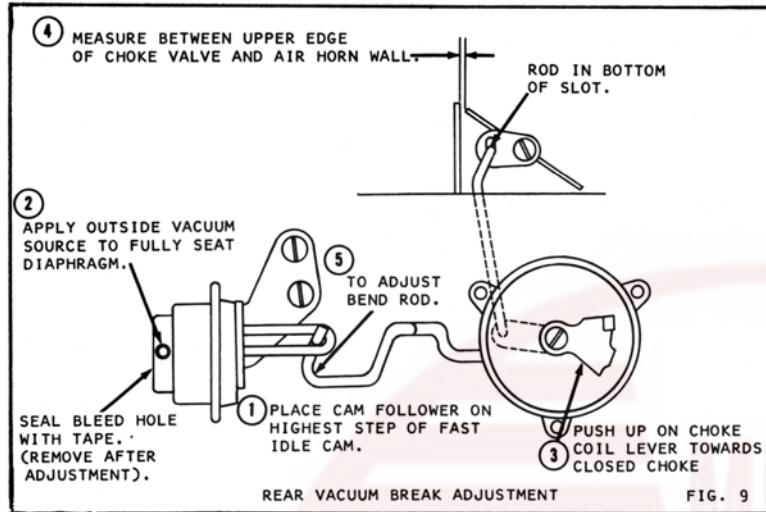


FIG. 8

ADJUSTMENTS



ADJUSTMENT DATA TABLE

Year	Make		Float Level Setting	Pump Rod Location	Pump Rod Setting	Fast Idle Cam Setting	Vacuum Break (RICH)	Vacuum Break (LEAN)	Unloader Setting	Auto Choke Setting	Fast Idle R. P. M.
1975	Buick 260" V8										
	Federal	A/T	3/16"	INNER	9/32"	7/64"	7/64"	11/64"	7/32"	1-RICH	900P L/S
	California	A/T	3/16"	OUTER	9/32"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
1976	Buick 260" V8										
	Federal	A/T	1/8"	INNER	9/32"	7/64"	7/64"	11/64"	7/32"	1-RICH	900P L/S
	Federal	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	11/64"	7/32"	1-RICH	900N L/S
	California	A/T	1/8"	OUTER	3/16"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
	California	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	1/4"	7/32"	INDEX	900N L/S
	Carb. No. 17056455 Calif.		1/8"	INNER	9/32"	1/8"	1/8"	7/32"	7/32"	1-RICH	900N L/S
1977	Buick 301" V8										
	Federal	A/T	11/32"	INNER	1/4"	5/64"	9/64"	1/4"	1/4"	2-RICH	1750 2/S
1975	Olds. 260" V8										
	Federal	A/T	3/16"	INNER	9/32"	7/64"	7/64"	11/64"	7/32"	1-RICH	900P L/S
	Federal	M/T	3/16"	INNER	3/16"	7/64"	7/64"	7/32"	7/32"	1-RICH	900N L/S
	Olds. Cutlass California	A/T	3/16"	INNER	3/16"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
	Olds. Omega California	A/T	3/16"	OUTER	9/32"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
1976	Olds. 260" V8										
	Federal	A/T	1/8"	INNER	9/32"	7/64"	7/64"	11/64"	7/32"	1-RICH	900P L/S
	Federal	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	11/64"	7/32"	1-RICH	900N L/S
	California	A/T	1/8"	OUTER	3/16"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
	California	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	1/4"	7/32"	INDEX	900N L/S
	Carb. No. 17056455 Calif.		1/8"	INNER	9/32"	1/8"	1/8"	7/32"	7/32"	1-RICH	900N L/S
1977	Olds. 260" V8										
		A/T	1/8"	OUTER	11/32"	3/32"	3/32"	5/32"	3/16"	2-RICH	900P L/S
		M/T	1/8"	OUTER	3/8"	3/32"	7/64"	3/16"	3/16"	1-RICH	900N L/S
1975	Pontiac 260" V8										
	Federal	A/T	3/16"	INNER	9/32"	7/64"	7/64"	11/64"	7/32"	1-RICH	900P L/S
	Federal	M/T	3/16"	INNER	3/16"	7/64"	7/64"	7/32"	7/32"	1-RICH	900N L/S
	California	A/T	3/16"	OUTER	9/32"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S
1976	Pontiac 260" V8										
	Federal	A/T	1/8"	INNER	9/32"	7/64"	7/64..	11/64"	7/32"	1-RICH	900P L/S
	Federal	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	11/64"	7/32"	1-RICH	900N L/S
	California	A/T	1/8"	OUTER	3/16"	7/64"	7/64"	7/32"	7/32"	INDEX	900P L/S;
	California	M/T	1/8"	OUTER	3/16"	7/64"	7/64"	1/4"	7/32"	INDEX	900N L/S
	Carb. No. 17056455 Calif.		1/8"	INNER	9/32"	1/8"	1/8"	7/32"	7/32"	1-RICH	900N L/S
1977	Pontiac 301" V8										
		A/T	11/32"	INNER	1/4"	5/64"	9/64"	1/4"	1/4"	2-RICH	1750 2/S
		M/T	11/32"	OUTER	5/16"	5/64"	11/64"	1/4"	1/4"	2-RICH	1750 2/S

Calif. = California

L/S = Low Step

P = Park

N = Neutral

A/T = Automatic Transmission

M/T = Manual Transmission

*Front V/B

**Rear V/B