



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.

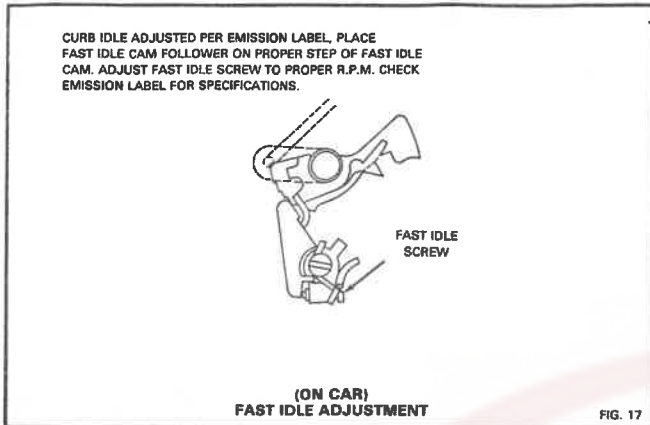
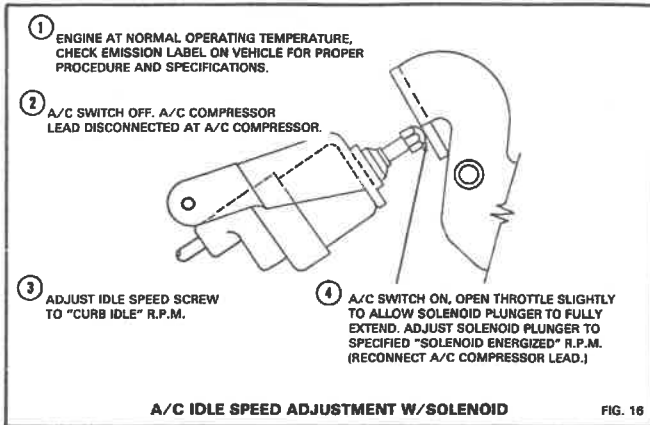
- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that 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

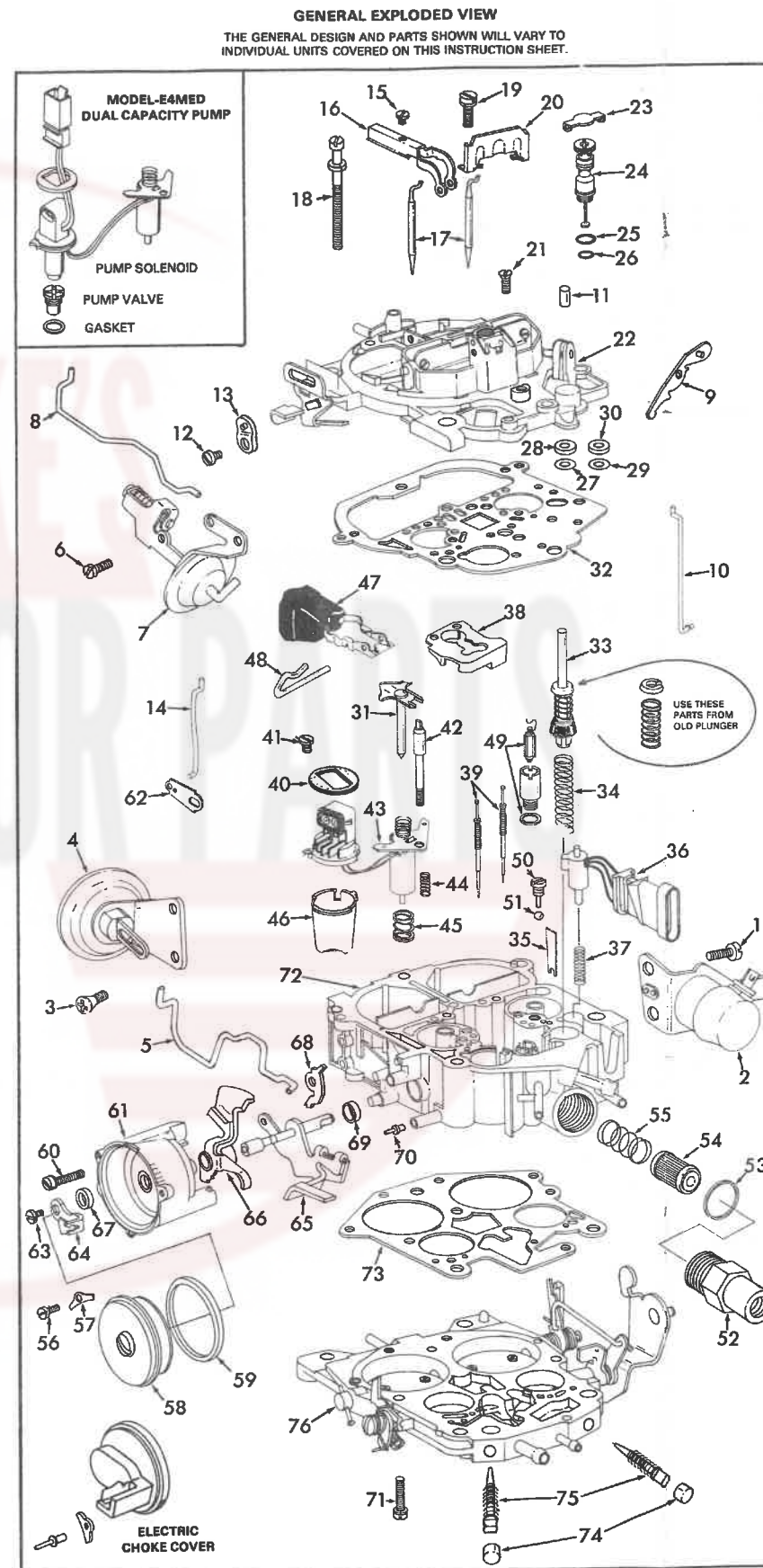
YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM (CHOKE ROD)	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
1980	BUICK V6 231" ENG. CARB. NO. 17080540, 0543	3/8"	14.5°	19°	23°	9/16	38°
	CARB. NO. 17080542	3/8"	14.5°	19°	13°	9/16	38°
	CARB. NO. 17080545	3/8"	14.5°	19°	18°	9/16	38°
	BUICK V8 305" ENG. CARB. NO. 17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
	BUICK V8 350" ENG. CARB. NO. 17080553, 554	15/32"	17°	25°	35°	1/2	35°
1981	BUICK V6 231" ENG. CARB. NO. 17081242	5/16"	24.5°	17°	15°	9/16	38°
	CARB. NO. 17081243	1/4"	24.5°	19°	17°	9/16	38°
	BUICK V6 252" ENG. CARB. NO. 17081245, 1247, 1248, 1249	3/8"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
	BUICK V8 307" ENG. CARB. NO. 17081253, 1254	15/32"	14°	25°	36°	1/2	35°
1982	BUICK V6 231" ENG. CARB. NO. 17082244	9/32"	24.5°	21°	16°	9/16	32°
	CARB. NO. 17082249	9/32"	24.5°	20°	15°	9/16	38°
	BUICK V6 252" ENG. CARB. NO. 17082245, 2246	3/8"	24.5°	28°	26°	5/8	32°
	CARB. NO. 17082247, 2248	3/8"	18°	28°	26°	5/8	32°
	BUICK V8 307" ENG.	7/16"	14°	27°	41°	1/2	35°
1980	CADILLAC V8 368" ENG. CARB. NO. 17080530*	17/32"	16°	25°	47°	1/2	40°
1981	CADILLAC V6 252" ENG. CARB. NO. 17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
1982	CADILLAC V6 252" ENG. CARB. NO. 17082246	3/8"	24.5°	26°	26°	5/8	32°
	CARB. NO. 17082247	3/8"	18°	26°	26°	5/8	32°
1980	CHEVROLET V6 231" ENG. CARB. NO. 17080543	3/8"	14.5°	19°	23°	9/16	38°
	CHEVROLET V8 305" ENG. CARB. NO. 17080502, 504	1/2"	20°	24°	30°	7/8	38°
1981	CHEVROLET V6 231" ENG. CARB. NO. 17081202, 1203, 1204, 1207	11/32"	20°	26°	---	7/8	38°
	CHEVROLET V8 350" ENG. CARB. NO. 170801216, 1217, 1218	11/32"	20°	26°	---	7/8	38°
1982	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
1980	OLDSMOBILE V8 305" ENG. CARB. NO. 17080504, 517	1/2"	20°	24°	30°	7/8	38°
	OLDSMOBILE V8 350" ENG. CARB. NO. 17080553, 554	15/32"	17°	25°	35°	1/2	35°
1981	OLDSMOBILE V6 252" ENG. CARB. NO. 17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254	15/32"	14°	25°	36°	1/2	35°
1982	OLDSMOBILE V6 252" ENG. CARB. NO. 17082246	3/8"	24.5°	26°	26°	5/8	32°
	CARB. NO. 17082247	3/8"	18°	26°	26°	5/8	32°
	OLDSMOBILE V8 307" ENG.	7/16"	14°	27°	41°	1/2	35°
1980	PONTIAC V8 305" ENG. CARB. NO. 17080504, 517	1/2"	20°	24°	30°	7/8	38°
	PONTIAC V8 350" ENG. CARB. NO. 17080553	15/32"	17°	25°	35°	1/2	35°
1981	PONTIAC V8 301" ENG. CARB. NO. 17081270	7/16"	14.5°	24°	34°	5/8	35°
	CARB. NO. 17081272	7/16"	14.5°	24°	40°	5/8	35°
	CARB. NO. 17081273, 1274	7/16"	16°	24°	34°	5/8	35°
	PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207	11/32"	20°	26°	---	7/8	38°
	PONTIAC V8 307" ENG. CARB. NO. 17081254	15/32"	14°	25°	36°	1/2	35°
1982	PONTIAC V6 252" ENG. CARB. NO. 17082202, 2204	11/32"	20°	27°	---	7/8	38°
	CARB. NO. 17082203, 2207	11/32"	38°	27°	---	7/8	38°

*PUMP ROD LOCATION INNER HOLE OF PUMP LEVER

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INSTRUCTION SHEET OFF VEHICLE CARBURETOR SERVICE ROCHESTER MODEL—E4MC, E4ME

50-589-3



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 LEVER (9) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (21) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. COVER (23) HELD IN BY RIVETS. DRILL OUT RIVET HEADS. DISCARD COVER (NOT REPLACED) BEFORE REMOVING IDLE AIR BLEED VALVE (24) TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT VALVE. RECORD FOR PROPER REASSEMBLY. MAIN JETS CAN BE REMOVED WITH PROPER WRENCH. CHOKE COVER HELD ON BY POP RIVETS SEE FIG. 1 FOR REMOVAL PROCEDURE. IDLE NEEDLE PLUG (74) REMOVAL SEE FIG. 2. BEFORE REMOVING IDLE ADJUSTING NEEDLES (75), TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT NEEDLE. RECORD FOR REASSEMBLY.

REF. NO.	NOMENCLATURE	REF. NO.	NOMENCLATURE
1. SCREW (2) - SOLENOID	40. GASKET - ECM CONNECTOR TO BOWL COVER	41. SCREW - ECM CONNECTOR	
2. SOLENOID - IDLE SPEED	41. SCREW - LEAN MIXTURE (SOLENOID ADJ.)	42. SCREW - LEAN MIXTURE (SOLENOID ADJ.)	
3. SCREW (2) - REAR VAC. BREAK	43. SOLENOID & ECM CONNECTOR ASSY.	44. SPRING - LEAN MIXTURE SCREW	
4. REAR VAC. BREAK	45. SPRING - SOLENOID	46. INSERT - WELL	
5. CONNECTING ROD - REAR VAC. BREAK	47. FLOAT & LEVER ASSY.	48. HINGE PIN - FLOAT	
6. SCREW (2) - FRONT VAC. BREAK	49. NEEDLE & SEAT ASSY.	50. PLUG - PUMP DISC. BALL	
7. FRONT VAC. BREAK & HOSE ASSY.	51. BALL - PUMP DISC.	52. FILTER NUT - FUEL INLET	
8. CONNECTING ROD - FRONT VAC. BREAK	53. GASKET - FILTER NUT	54. FILTER - FUEL	
9. LEVER - PUMP	55. SPRING - FILTER	56. RIVET (3) - RETAINER (REPLACE WITH SCREWS)	
10. ROD - PUMP	57. RETAINER (3) - CHOKE COVER	58. CHOKE COVER ASSY.	
11. PLUNGER - ACTUATOR	59. GASKET - CHOKE COVER (NOT USED ON ELECTRIC CHOKE)	60. SCREW & WASHER - CHOKE HOUSING	
12. SCREW - CHOKE LEVER	61. CHOKE HOUSING ASSY.	62. LEVER - INTERMEDIATE CHOKE	
13. LEVER - CHOKE SHAFT	63. SCREW - STAT COIL LEVER	64. LEVER - STAT COIL	
14. ROD - CHOKE	65. SHAFT ASSY. - INTERMEDIATE CHOKE	66. CAM - FAST IDLE	
15. SCREW - SEC. METERING ROD HOLDER	67. SEAL - CHOKE HOUSING (SOME MODELS)	68. CAM - SECONDARY LOCKOUT	
16. HOLDER - SEC. METERING RODS	69. SEAL - INTERMEDIATE CHOKE SHAFT	70. TUBE - VACUUM PASSAGE (SOME MODELS)	
17. METERING ROD (2) - SECONDARY	71. SCREW & LKWSHR. (3) - THROTTLE BODY	72. FLOAT BOWL ASSY.	
18. SCREW & LKWSHR. (2) - BOWL COVER (LONG)	73. GASKET - THROTTLE BODY	74. PLUG (2) - IDLE NEEDLE (NOT REPLACED)	
19. SCREW & LKWSHR. (9) - BOWL COVER	75. NEEDLE & SPRING ASSY. (2) - IDLE ADJ.	76. THROTTLE BODY ASSY.	
20. BAFFLE - AIR			
21. SCREW (2) - BOWL COVER (TAPERED HEAD)			
22. BOWL COVER ASSY.			
23. COVER - AIR BLEED VALVE (NOT USED OVER)			
24. VALVE - IDLE AIR BLEED			
25. O-RING - UPPER VALVE			
26. O-RING - LOWER VALVE			
27. RETAINER - PUMP STEM SEAL			
28. SEAL - PUMP STEM			
29. RETAINER - TPS PLUNGER SEAL			
30. SEAL - TPS PLUNGER			
31. PLUNGER - SOLENOID			
32. GASKET - BOWL COVER			
33. PUMP PLUNGER ASSY.			
34. SPRING - PUMP			
35. BAFFLE - PUMP WELL			
36. THROTTLE POSITION SENSOR ASSY.			
37. SPRING - TPS			
38. INSERT - FLOAT BOWL			
39. MAIN METERING ROD & SPRING ASSY. (2)			

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 (75) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (BASIC SETTING 4 1/2 TURNS OUT).

SEALS INTERMEDIATE CHOKE SHAFT (69), (87) - SEAL (69) INSTALL WITH LIP FACING OUT. SEAL (87) INSTALL WITH LIP FACING IN.

ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (59).

FUEL FILTER (54) - 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.

FLOAT INSTALLATION - INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

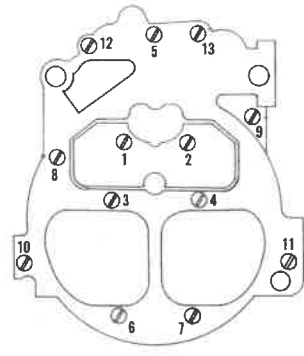
LEAN MIXTURE SCREW (42) - (SOLENOID ADJ.) - TURN MIXTURE CONTROL SCREW IN FLOAT BOWL CLOCKWISE UNTIL LIGHTLY BOTTOMED. THEN BACK OUT 3 1/2 TURNS

IDLE AIR BLEED VALVE (24) - TURN VALVE IN UNTIL LIGHTLY BOTTOMED. THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (IF NOT KNOWN BACK OUT 4 TURNS.)

SEALS (30) (28) - INSTALL WITH LIP OF SEAL FACING UPWARD. LIGHTLY STAKE SEAL RETAINER IN THREE PLACES.

THE COMPUTER COMMAND CONTROL (CCC) FORMERLY (C4) SYSTEM IS A SOPHISTICATED SYSTEM. THE PROCEDURE FOR SETTING THE IDLE AIR BLEED VALVE AND MIXTURE CONTROL SYSTEM MUST BE FOLLOWED EXACTLY. USE THE ENGINE DECAL AND CAR DIV. SERVICE MANUAL PROCEDURE.

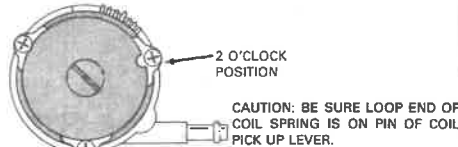
ADJUSTMENTS



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

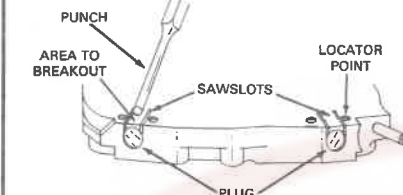
CAREFULLY ALIGN A #21 DRILL (158") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS, SELF TAPPING SCREWS OR POP RIVETS ARE FOUND IN REPAIR KIT.

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 (2 O'CLOCK POSITION). TIGHTEN SCREWS EVENLY AND SECURELY. 1981 INSTALL RETAINERS AND NEW POP RIVETS TO SECURE CHOKE COVER.



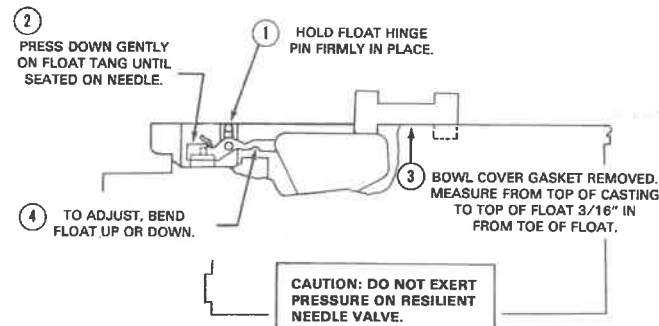
REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER
FIG. 1

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.



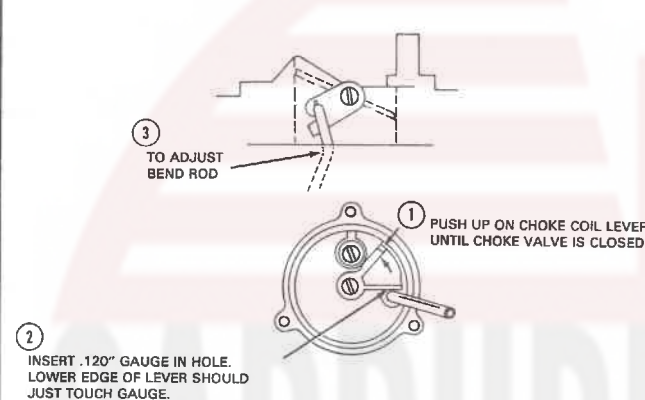
IDLE MIXTURE NEEDLE PLUG REMOVAL

FIG. 2



DRY FLOAT LEVEL ADJUSTMENT

FIG. 3

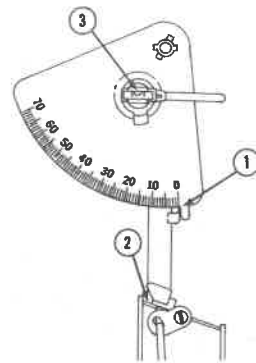


CHOKE COIL LEVER ADJUSTMENT

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.



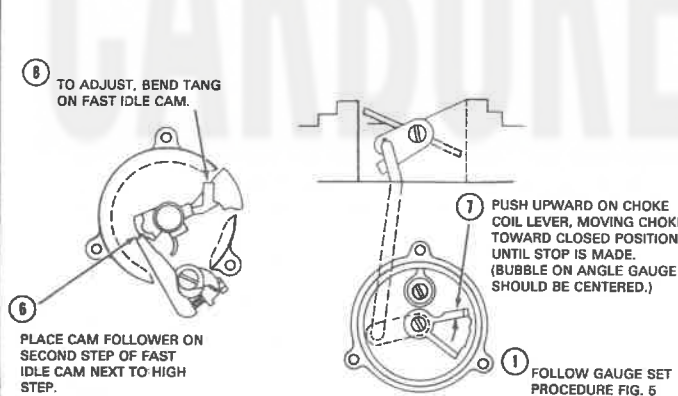
4. ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

GAUGE J-26701 KENT MOORE TOOL
BT-7704 BORRHOUGH'S TOOL

ANGLE GAUGE BASIC ADJUSTMENT

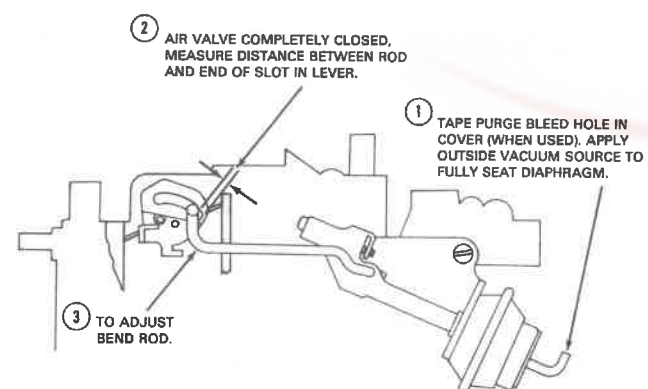
CONTINUE NUMERICAL OUTLINE IN EACH ADJUSTMENT USING DEGREE SETTING.

FIG. 5



FAST IDLE CAM (CHOKE ROD) ADJUSTMENT

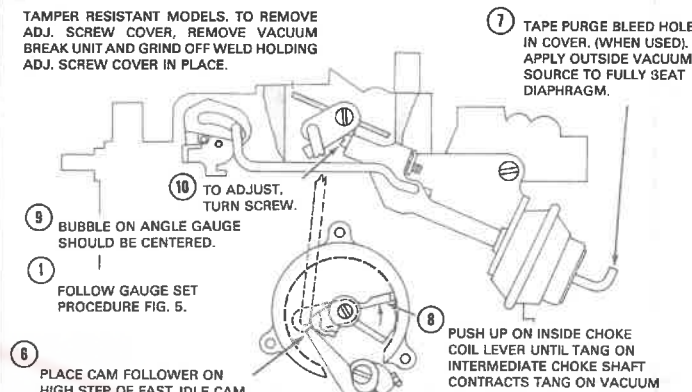
FIG. 6



AIR VALVE ROD ADJUSTMENT

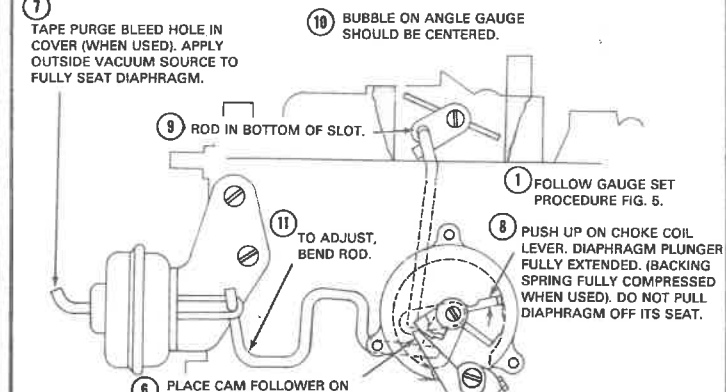
FIG. 7

TAMPER RESISTANT MODELS. TO REMOVE ADJ. SCREW COVER, REMOVE VACUUM BREAK UNIT AND GRIND OFF WELD HOLDING ADJ. SCREW COVER IN PLACE.



FRONT VACUUM BREAK ADJUSTMENT

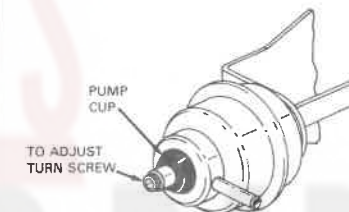
FIG. 8



REAR VACUUM BREAK ADJUSTMENT

FIG. 9

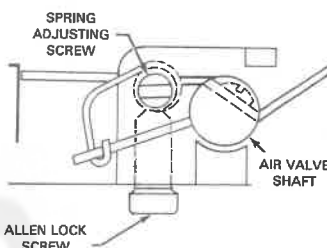
FOLLOW PROCEDURE IN FIG. 9. TO ADJUST USE A 1/8" HEX WRENCH TO TURN SCREW IN REAR COVER. TAMPER RESISTANT MODELS. TO REMOVE ADJ. SCREW COVER REMOVE VACUUM BREAK UNIT AND GRIND OFF ADJ. SCREW CAP. ON DELAY MODELS PLUG END COVER USING AN ACCELERATOR PUMP CUP 2G TYPE. REMOVE CUP AFTER ADJUSTMENT.



REAR VACUUM BREAK ADJUSTMENT
(SCREW ADJUSTMENT TYPE)

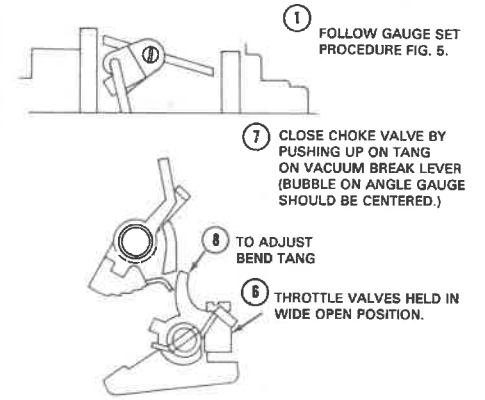
FIG. 9A

TO ADJUST LOOSEN ALLEN LOCK SCREW. AIR VALVES HELD CLOSED, TURN ADJUSTING SCREW CLOCKWISE UNTIL TORSION SPRING CONTACTS PIN ON AIR VALVE SHAFT. THEN TURN ADDITIONAL SPECIFIED TURNS AND TIGHTEN ALLEN LOCK SCREW. (SEE DATA TABLE)



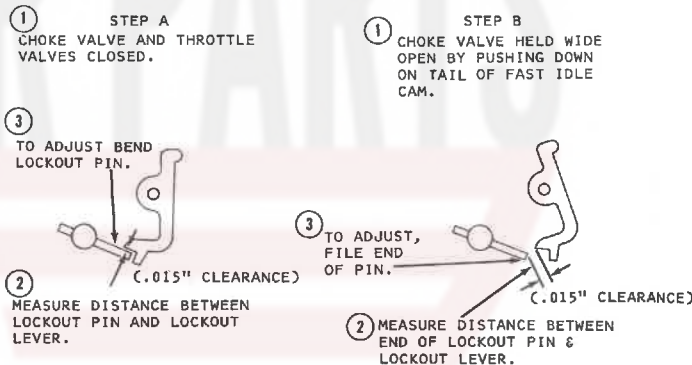
AIR VALVE SPRING ADJUSTMENT

FIG. 10



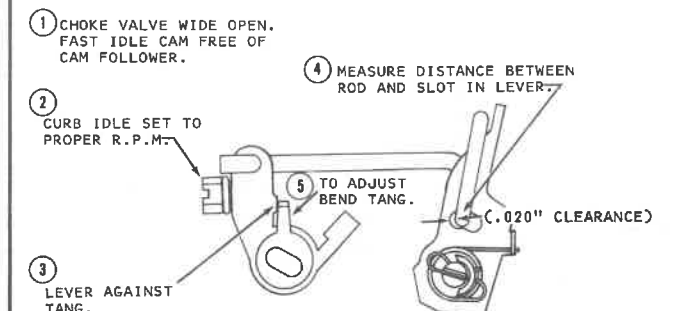
UNLOADER ADJUSTMENT

FIG. 11



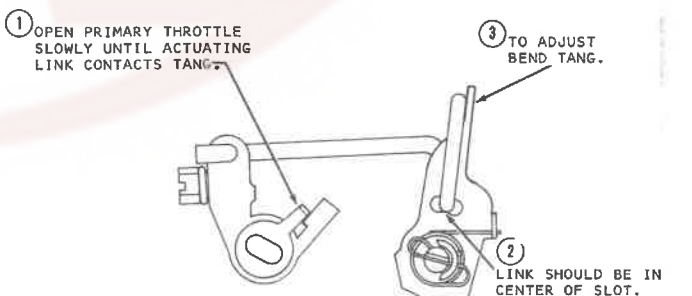
SECONDARY THROTTLE LOCKOUT ADJUSTMENT

FIG. 12



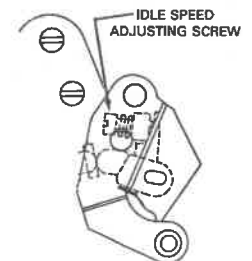
**(ON CAR)
SECONDARY CLOSING ADJUSTMENT**

FIG. 13



**(ON CAR)
SECONDARY THROTTLE OPENING ADJUSTMENT**

FIG. 14



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

IDLE SPEED ADJUSTMENT W/O SOLENOID

FIG. 15

USE WITH 50-589-3

ADJUSTMENT DATA TABLE ROCHESTER MODELS - E4MC, E4ME, E4MED

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM CHOKE ROD	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
BUICK							
1980	231" ENG. V6						
	CARB #17080540, 543	3/8"	14.5°	19°	23°	9/16	38°
	CARB #17080542	3/8"	14.5°	19°	13°	9/16	38°
	CARB #17080545	3/8"	14.5°	19°	18°	9/16	38°
	305" ENG. V8						
	CARB #17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
1981	350" ENG. V8						
	CARB #17080553, 554	15/32"	17°	25°	35°	1/2	35°
	231" ENG. V6						
	CARB #17081242	5/16"	24.5°	17°	15°	9/16	38°
	CARB #17081243	1/4"	24.5°	19°	17°	9/16	38°
	252" ENG. V6						
1982	CARB #17081245, 247, 248, 249	3/8"	24.5°	28°	24°	5/8	38°
	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
	307" ENG. V8						
	CARB #17081253, 254	15/32"	14°	25°	36°	1/2	35°
	231" ENG. V6						
	CARB #17082244, 260	9/32"	24.5°	21°	16°	9/16	32°
1982-83	CARB #17082249	9/32"	24.5°	20°	15°	9/16	38°
	252" ENG. V6						
	CARB #17082265, 266	3/8"	24.5°	26°	26°	5/8	32°
	CARB #17082267, 268	3/8"	18°	26°	26°	5/8	32°
	307" ENG. V8	7/16"	14°	27°	41°	1/2	35°
	231" ENG. V6						
1983	CARB #17083242	9/32"	24.5°	20°	—	9/16	38°
	CARB #17083244	1/4"	24.5°	21°	16°	9/16	32°
	252" ENG. V6						
	CARB #17082245, 246, 294, 295,	3/8"	24.5°	26°	26°	5/8	32°
	17083248	3/8"	18°	26°	26°	5/8	32°
	CARB #17082247, 248, 298, 299	3/8"	18°	26°	26°	5/8	32°
1984	252" ENG. V6 (4.1L)						
	CARB #17084240, 244	5/16"	24.5°	24°	—	1	32°
	CARB #17084246	5/16"	24.5°	22°	24°	1	32°
	307" ENG. V8 (5.0L)						
	CARB #17084252, 254	7/16"	14°	27°	41°	1/2	35°
	CARB #17084256, 258	11/32"	14°	25°	41°	1/2	35°
1985-90	307" ENG. V8 (5.0L)						
	CARB #17085282, 17086008,	11/32"	14°	25°	43°	1/2	35°
	17088115						
	305" ENG. V8 (5.0L)						
	CARB #17086004	11/32"	20°	27°	—	7/8	38°
	305" ENG. V8 (5.0L)						
CADILLAC							
1980	368" ENG. V8						
	CARB #17080530*	17/32"	16°	25°	47°	1/2	40°
	252" ENG. V6						
	CARB #17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
	252" ENG. V6						
1981	CARB #17082246, 266, 295	3/8"	24.5°	26°	26°	5/8	32°
	CARB #17082247, 267, 298	3/8"	18°	26°	26°	5/8	32°
	307" ENG. V8 (5.0L)						
	CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
	305" ENG. V8 (5.0L)						
	CARB #17086004	11/32"	20°	27°	—	7/8	38°
CHEVROLET							
1980	305" ENG. CALIF.	1/2"	20°	24°	30°	7/8	38°
	305" ENG.	11/32"	20°	26°	—	7/8	38°
	305" ENG.	11/32"	20°	27°	—	7/8	38°
	231" ENG. V6						
	CARB #17080543	3/8"	14.5°	19°	23°	9/16	38°
	305" ENG. V8						
1981	CARB #17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
	231" ENG. V6	1/4"	24.5°	19°	17°	9/16	38°
	305" ENG. V8						
	CARB #17081202, 203, 204, 207	11/32"	20°	26°	—	7/8	38°
	CARB #17081219, 222	11/32"	20°	28°	—	7/8	38°
	350" ENG. V8						
1982-83	CARB #17081216, 217, 218	11/32"	20°	26°	—	7/8	38°
	CARB #17081224, 228	11/32"	20°	28°	—	7/8	38°
	305" ENG. V8						
	CARB #17082202, 204	11/32"	20°	27°	—	7/8	38°
	350" ENG. V8						
	CARB #17082216, 218	11/32"	20°	27°	—	7/8	38°
1983	305" ENG. V8						
	CARB #17082203, 17083207	11/32"	38°	27°	—	7/8	38°
	CARB #17083204	11/32"	20°	27°	—	7/8	38°
	305" ENG. V8 (5.0L)						
	CARB #17084201, 208	11/32"	20°	27°	—	7/8	38°
	CARB #17084205, 209	11/32"	38°	27°	—	7/8	38°

*Pump Rod Location: Inner Hole of Pump Lever

Note 1: 2 STEP CAM (STAMPED AD) - 38°
3 STEP CAM (STAMPED E) - 20°

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM CHOKE ROD	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
CHEVROLET (Cont'd)							
1985	305" ENG. V8 (5.0L)						
	CARB #17085202, 204	11/32"	20°	27°	—	7/8	38°
	CARB #17085203	11/32"	NOTE: 1	27°	—	7/8	38°
	CARB #17085207	11/32"	38°	27°	—	7/8	38°
	350" ENG. V8 (5.7L)						
	CARB #17085218	11/32"	20°	27°	—	7/8	38°
1986-87	305" ENG. V8 (5.0L)						
	CARB #17086005, 040	11/32"	38°	27°	—	7/8	38°
	305" (5.0L), 350" (5.7L) V8 ENG.						
	CARB #17086003, 004, 006	11/32"	20°	27°	—	7/8	38°
1986-90	307" ENG. V8 (5.0L)						
	CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
1988-89	305" (5.0L), 350" (5.7L) V8 ENG.						
	CARB #17087129, 132, 306, 17088152	11/32"	20°	27°	—	7/8	38°
CHEVROLET/GMC TRUCK							
1983	305" (5.0L), 350" (5.7L) ENG. CALIF.						
	CARB #17083506, 508, 524, 526	7/16"	20°	27°	36°	7/8	36°
1984	305" ENG. V8 (5.0L)	7/16"	20°	25°	36°	1	36°
	350" ENG. V8 (5.7L)	7/16"	20°	27°	36°	1	36°
1985	261" ENG. V6 (4.3L)						
	CARB #17085502, 503	7/16"	20°	26°	36°	7/8	39°
1985-86	305" ENG. V8 (5.0L)						
	CARB #17085524, 526	7/16"	20°	25°	36°	1	36°
	350" ENG. V8 (5.7L)						
	CARB #17085506, 508	7/16"	20°	27°	36°	1	36°
1986	265" ENG. V6 (4.3L)						
	CARB #17086057, 058	9/16"	20°	26°	36°	7/8	39°
CHRYSLER PRODUCTS							
1985-89	318" ENG. V8 (5.2L)						
	CARB #17085407, 433	7/16"	20°	25°	—	7/8	30°
OLDSMOBILE							
1980	305" ENG. V8						
	CARB #17080504, 517	1/2"	20°	24°	30°	7/8	38°
	350" ENG. V8						
	CARB #17080553, 554	15/32"	17°	25°	35°	1/2	35°
1981	252" ENG. V6						
	CARB #17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
	307" ENG. V8						
	CARB #17081253, 254	15/32"	14°	25°	36°	1/2	35°
1982-83	252" ENG. V6						
	CARB #17082246, 266, 295	3/8"	24.5°	26°	26°	5/8	32°
	CARB #17082247, 267, 298	3/8"	18°	26°	26°	5/8	32°
	307" ENG. V8	7/16"	14°	27°	41°	1/2	35°
1984	252" ENG. V6 (4.1L)						
	CARB #17084246	5/16"	24.5°	22°	24°	1	32°
	307" ENG. V8 (5.0L)						
	CARB #17084252, 254	7/16"	14°	27°	41°	1/2	35°
	CARB #17084256, 258	11/32"	14°	25°	41°	1/2	35°
1985	307" ENG. V8 (5.0L)						
	CARB #17085282	11/32"	14°	25°	43°	1/2	35°
	CARB #17085554	7/16"	14°	27°	41°	1/2	35°
1986-90	307" ENG. V8 (5.0L)						
	CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
	CARB #17086009	7/16"	14°	25°	43°	1/2	35°
PONTIAC							
1980	305" ENG. V8						
	CARB #17080504, 517	1/2"	20°	24°	30°	7/8	38°
	350" ENG. V8						
	CARB #17080553	15/32"	17°	25°	35°	1/2	35°
1981	301" ENG. V8						
	CARB #17081270	7/16"	14.5°	24°	34°	5/8	35°
	CARB #17081272	7/16"	14.5°	24°	40°	5/8	35°
	CARB #17081273, 274	7/16"	16°	24°	34°	5/8	35°
	305" ENG. V8						
	CARB #17081203, 207	11/32"	20°	26°	—	7/8	38°
	307" ENG. V8						
	CARB #17081254	15/32"	14°	25°	36°	1/2	35°
1982	252" ENG. V8						
	CARB #17082268	3/8"	18°	26°	26°	5/8	32°
	CARB #17082299	9/32"	24.5°	20°	15°	9/16	38°
1982-89	305" ENG. V8 (5.0L)						
	CARB #17082202, 204, 17083204						
	17084201, 208, 17085204						
	17086004	11/32"	20°	27°	—	7/8	38°
	CARB #17082203, 207, 17083207						
	17084205, 209, 17085207	11/32"	38°	27°	—	7/8	38°
	17086005, 040						
1985	305" ENG. V8 (5.0L)						
	CARB #17085203	11/32"	Note: 1	27°	—	7/8	38°
1986-89	307" ENG. V8 (5.0L)						
	CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°

*Pump Rod Location: Inner Hole of Pump Lever

Note 1: 2 STEP CAM (STAMPED AD) - 38°
3 STEP CAM (STAMPED E) - 20°

INSTRUCTION SHEET
MIXTURE CONTROL ADJUSTMENTS
ROCHESTER CARBS, MODELS - E2MC, E2ME, E4MC, E4ME
(COMPUTER COMMAND CONTROLLED)

FOLLOW NUMERICAL SEQUENCE IN MAKING ADJUSTMENTS. IF CARBURETOR HAS BEEN DISASSEMBLED FOR CLEANING MAKE ADJUSTMENTS AS CARBURETOR IS REASSEMBLED.

OR

REMOVE AIRHORN (BOWL COVER), SOLENOID PLUNGER, COVER GASKET, PLASTIC FILLER BLOCK AND METERING RODS.

NOTE: REMOVE COVER FROM IDLE AIR BLEED VALVE. REMOVE IDLE AIR BLEED VALVE FROM BOWL COVER. NEXT REMOVE RICH MIXTURE STOP SCREW FROM BOWL COVER (SCREW WITH LARGE FLAT SURFACE). USING A PUNCH KNOCK OUT SEAL PLUG. REPLACE SCREW (AND SPRING IF USED) UNTIL LIGHTLY SEATED.

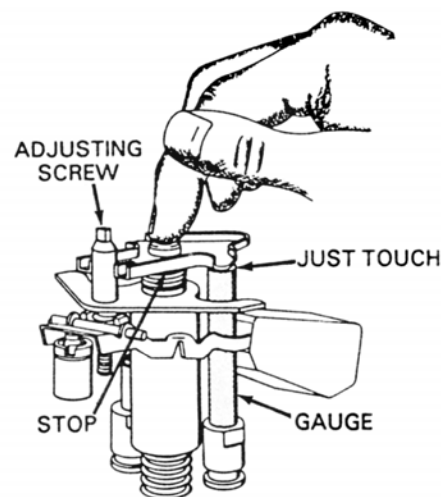
1. LEAN MIXTURE SCREW ADJUSTMENT

A. INSTALL GAUGE ON THROTTLE SIDE METERING JET.

B. INSTALL SOLENOID PLUNGER.

C. PRESS DOWN ON CENTER OF SOLENOID PLUNGER AND ADJUST LEAN MIXTURE SCREW (WITH ADJUSTING WRENCH) SLOWLY UNTIL PLUNGER IS CONTACTING STOP AND JUST TOUCHING GAUGE. AFTER CONTACT 1/4 TURNS EITHER WAY WILL VERIFY CORRECT SETTING.

D. REASSEMBLE CARBURETOR.



2. RICH STOP SCREW ADJUSTMENT (PLUNGER TRAVEL)

A. INSERT PLASTIC GAUGE INTO "D" SHAPED HOLE IN AIR HORN. WITH SCALE FACING TOWARDS FUEL INLET, TAKE A MEASUREMENT AT THIS POINT THEN PRESS DOWN ON SCALE CAREFULLY AND TAKE A MEASUREMENT. ADJUST PLUNGER TRAVEL TO 4/32". TO ADJUST TURN RICH STOP SCREW WITH ADJUSTING WRENCH.

B. RE-INSTALL PLUG IN ACCESS HOLE

NOTE: CARBURETORS WITH RICH LIMITER STOP BRACKET DO NOT HAVE A RICH STOP ADJUSTMENT AS BEFORE.

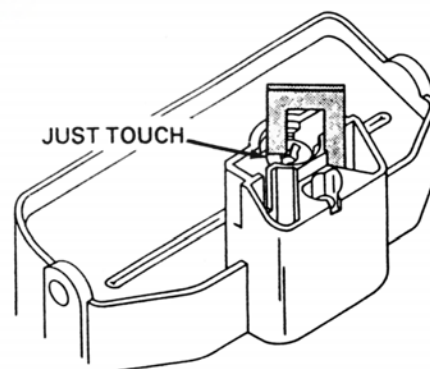
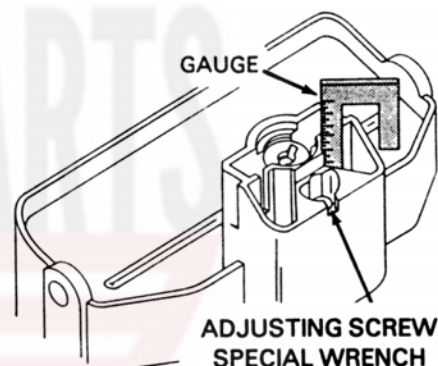
TO ADJUST

1. LEAN MIXTURE ADJUSTMENT IS MADE AS BEFORE.
2. AFTER LEAN MIXTURE ADJUSTMENT NOTE POSITION OF TOOL HANDLE AND RECORD NUMBER OF TURNS IT TAKES TO TURN ADJUSTING SCREW CLOCKWISE UNTIL SOLENOID BOTTOMS OUT AGAINST FLOAT BOWL.
3. REMOVE GAUGE AND REASSEMBLE ALL NECESSARY PARTS.
4. TURN SOLENOID ADJUSTING SCREW CLOCKWISE UNTIL SOLENOID BOTTOMS OUT AGAINST FLOAT BOWL, THEN TURN COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED IN STEP 2.

3. IDLE AIR BLEED VALVE. PRE-ADJUSTMENT (BENCH ADJ.)

A. IDLE AIR BLEED VALVE INSTALLED IN AIR HORN.

B. INSERT PLASTIC GAUGE INTO "D" SHAPED HOLE IN AIRHORN WITH SHORT LEG OF GAUGE POSITIONED OVER IDLE AIR BLEED VALVE. PRESS DOWN LIGHTLY ON GAUGE UNTIL SOLENOID PLUNGER BOTTOMS ON STOP. (NOT THE GAUGE ON IDLE AIR BLEED VALVE). ADJUST IDLE AIR BLEED VALVE UNTIL IT JUST TOUCHES GAUGE.



FOLLOW MANUFACTURERS PROCEDURE FOR ON CAR FINAL ADJUSTMENTS.

GAUGE KIT AVAILABLE AT THE DEALER