



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

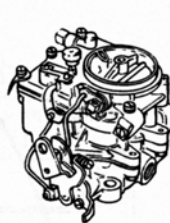
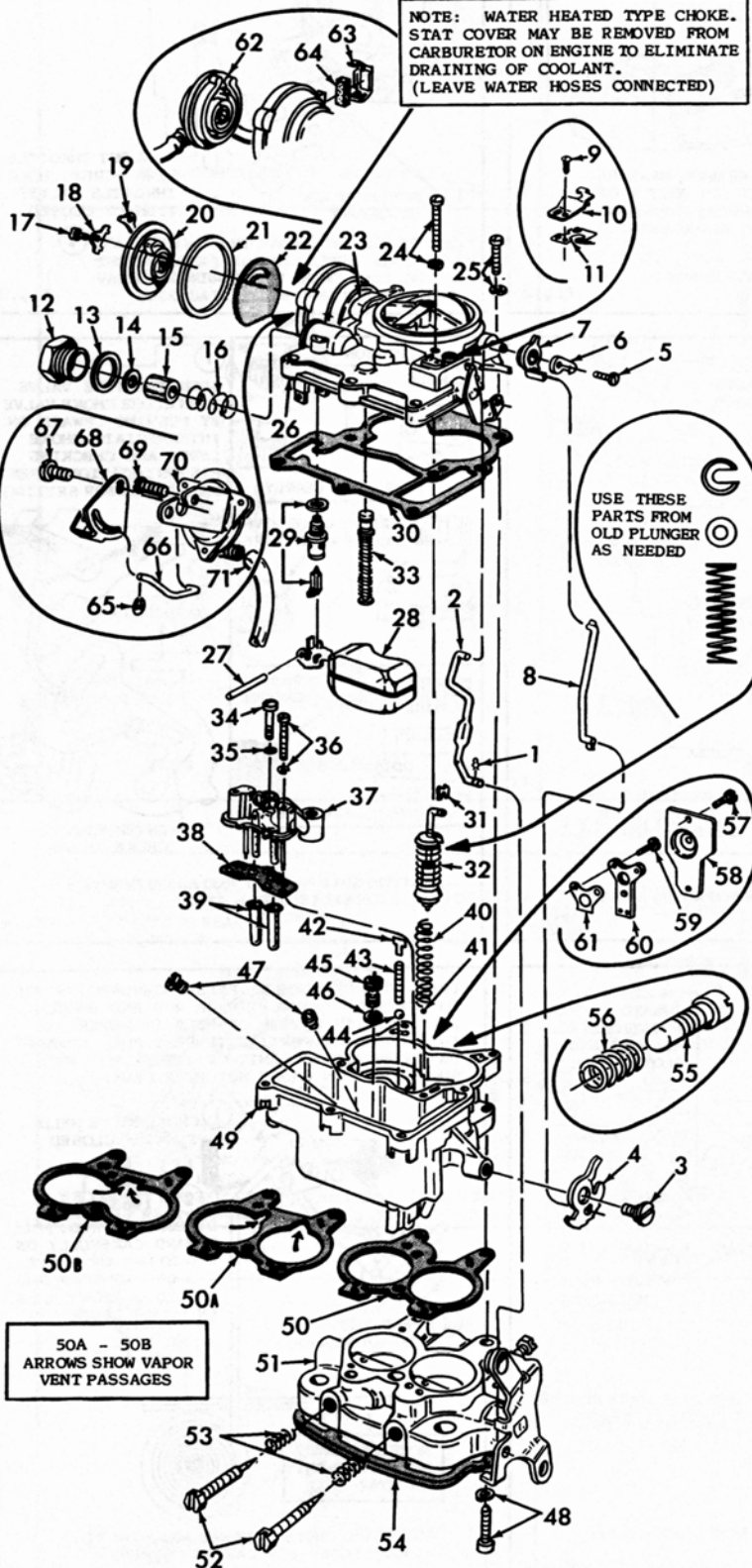
ROCHESTER CARBURETOR - MODELS 2G-2GC-2GV

50-359-1

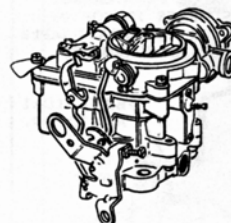
GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET. ON TRIPLE CARBURETOR INSTALLATIONS, THE FRONT AND REAR CARBURETORS DO NOT CONTAIN CHOKE PARTS, IDLE ADJUSTING NEEDLES OR POWER VALVE PARTS.

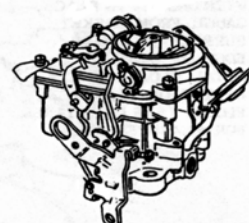
NOTE: WATER HEATED TYPE CHOKE. STAT COVER MAY BE REMOVED FROM CARBURETOR ON ENGINE TO ELIMINATE DRAINING OF COOLANT. (LEAVE WATER HOSES CONNECTED)



MODEL 2G
HAND CHOKE TYPE



MODEL 2GC
AUTOMATIC CHOKE
VACUUM PISTON AND
STAT COVER TYPE



MODEL 2GV
AUTOMATIC CHOKE
VACUUM BREAK TYPE

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: BOWL COVER MOUNTED AUTOMATIC CHOKE MODELS USUALLY ONLY REQUIRE REMOVAL OF STAT COVER OR VACUUM UNIT. CAUTION: IF CHOKE SHAFT REQUIRES REMOVAL, CHOKE VALVE SCREWS ARE STAKED OVER, AND STAKING MUST BE FILED OFF BEFORE SCREWS ARE TURNED. HOT WATER TYPE STAT COVERS SHOULD NOT BE DISASSEMBLED UNLESS PARTS ARE BEING REPLACED, AND SHOULD NOT BE IMMERSSED IN CLEANER OR SOLVENT. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (33). 1968-69 MODELS HAVE SPECIAL ADJUSTMENT SCREWS PLUGGED AND FACTORY SEALED. DO NOT REMOVE.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-PUMP ROD LOWER	41. BALL-PUMP INTAKE (USED IN TYPES WITH SEAT IN CASTING).
2. ROD-PUMP	42. GUIDE-PUMP DISCHARGE BALL
3. SCREW-FAST IDLE CAM	43. SPRING-PUMP DISCHARGE BALL
4. CAM-FAST IDLE	44. BALL-PUMP DISCHARGE
5. SCREW-TRIP LEVER	45. VALVE ASSY.-POWER
6. LEVER-TRIP	46. GASKET-POWER VALVE
7. LEVER AND COLLAR-CHOKE	47. JETS-MAIN METERING
8. ROD-CHOKE	48. SCREW & LOCKWASHER-THROTTLE BODY TO BOWL
9. SCREW-IDLE VENT VALVE	49. BOWL ASSY.-FLOAT
10. SHIELD-IDLE VENT VALVE	50. GASKET-BODY FLANGE-USED WITH OR WITHOUT IDLE COMPENSATOR (60)
11. VALVE-IDLE VENT	50A GASKET-BODY FLANGE-WITH VAPOR VENT SLOTS-FOR TYPES WITHOUT IDLE COMPENSATOR
12. FITTING-FUEL INLET	50B GASKET-BODY FLANGE-WITH VAPOR VENT OPENING AND IDLE COMPENSATOR PASSAGE-MAY SUB FOR 50 & 50A
13. GASKET-FUEL INLET FITTING	51. THROTTLE BODY ASSY.
14. GASKET-FUEL FILTER	52. NEEDLE-IDLE ADJUSTING
15. FILTER-FUEL INLET	53. SPRING-IDLE ADJUSTING NEEDLE
16. SPRING-FUEL FILTER	54. GASKET-FLANGE
17. SCREW-STAT COVER RETAINER	55. NEEDLE-IDLE AIR ADJUSTING (FOR BY-PASS IDLE SYSTEM)
18. RETAINER-STAT COVER-TOOTHED	56. SPRING-IDLE AIR ADJUSTING NEEDLE
19. RETAINER-STAT COVER-PLAIN	57. SCREW-COVER IDLE COMPENSATOR
20. STAT COVER & SPRING ASSY.	58. COVER-IDLE COMPENSATOR
21. GASKET-STAT COVER	59. SCREW-IDLE COMPENSATOR VALVE
22. PLATE-CHOKE BAFFLE	60. VALVE-IDLE COMPENSATOR
23. GASKET-CHOKE HOUSING (NOT SHOWN)	61. GASKET-IDLE COMPENSATOR VALVE
24. SCREW & LOCKWASHER-BOWL COVER (EXTRA LONG)	62. STAT COVER & SPRING ASSY. HOT WATER TYPE CHOKE.
25. SCREW & LOCKWASHER-BOWL COVER	63. RETAINER-FILTER
26. BOWL COVER ASSY.	64. FILTER-AIR INTAKE
27. PIN-FLOAT HINGE	65. RETAINER-VACUUM CONTROL ROD (2GV)
28. FLOAT & LEVER ASSY.	66. ROD-VACUUM CONTROL (2GV)
29. NEEDLE, SEAT & GASKET ASSY.	67. SCREW-STAT ROD LEVER (2GV)
30. GASKET-BOWL COVER	68. LEVER-STAT ROD (2GV)
31. RETAINER-PUMP PLUNGER	69. SCREW-VACUUM CONTROL ATTACHING
32. PUMP PLUNGER	70. VACUUM BREAK CONTROL ASSY. (2GV)
33. POWER PISTON ASSY.	71. HOSE-VACUUM BREAK CONTROL (2GV)
34. SCREW-VENTURI CLUSTER CENTER	
35. WASHER-FIBER-VENTURI CLUSTER CENTER SCREW	
36. SCREW & LOCKWASHER-VENTURI CLUSTER	
37. VENTURI CLUSTER ASSY.	
38. GASKET-VENTURI CLUSTER ASSY.	
39. INSERT-MAIN WELL	
40. SPRING-PUMP RETURN	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LAQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD 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 RUBBER, LEATHER OR PLASTIC PARTS IN SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

PLUNGER (32) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER CUP OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

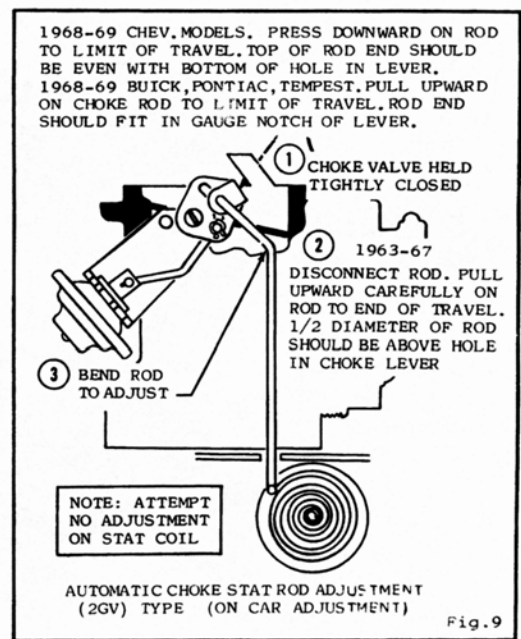
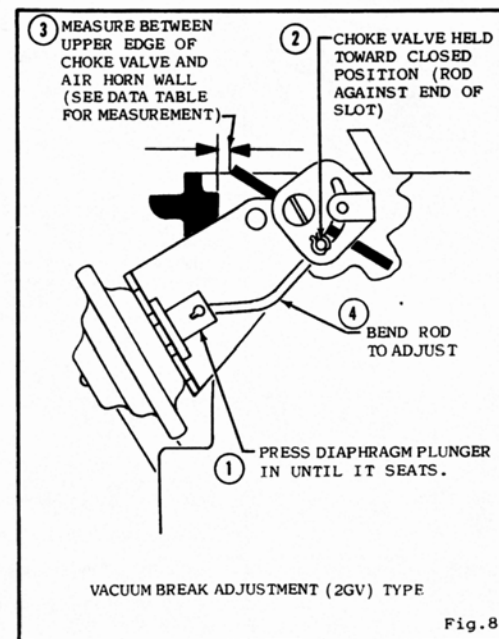
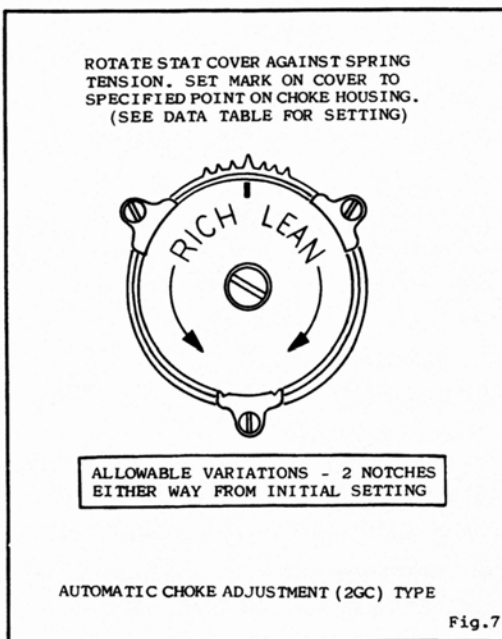
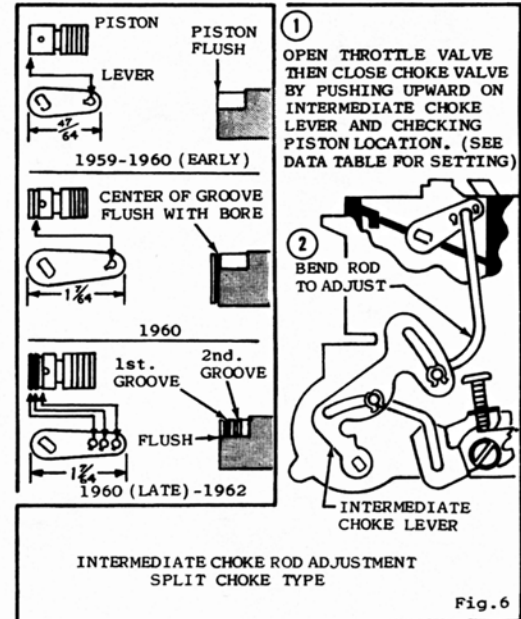
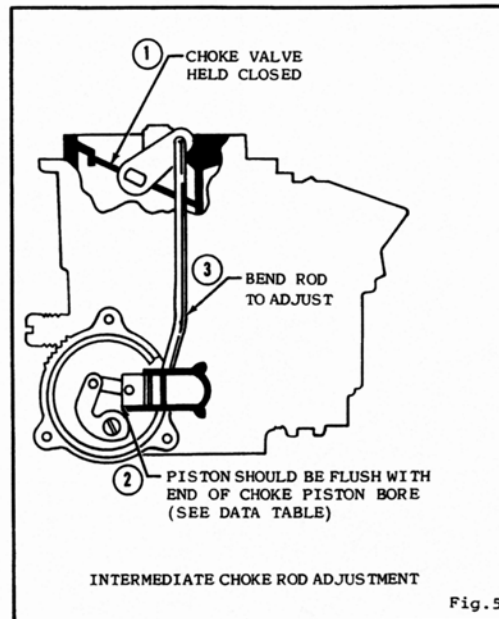
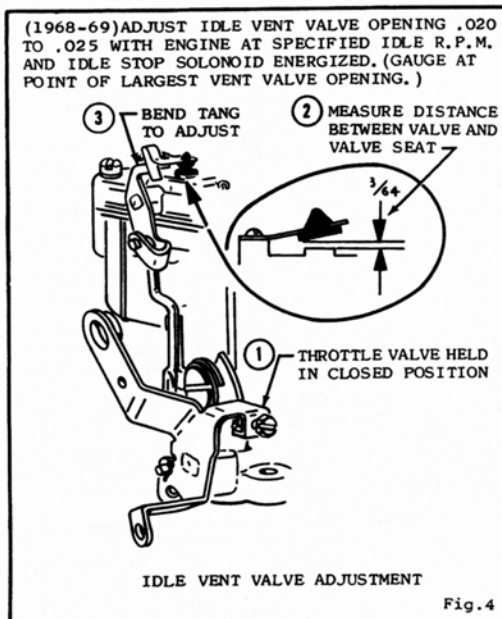
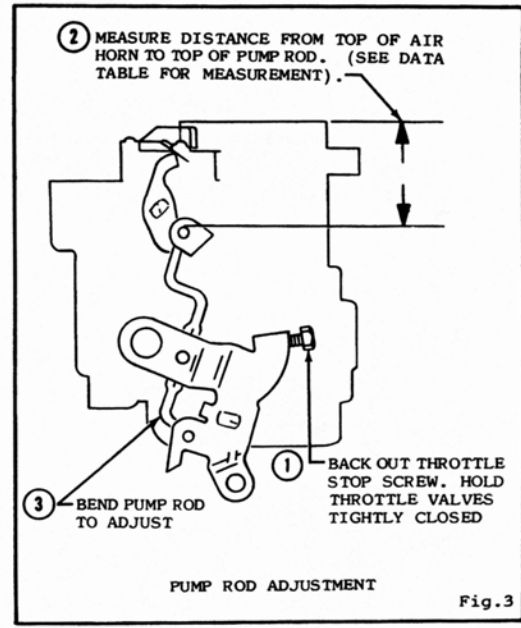
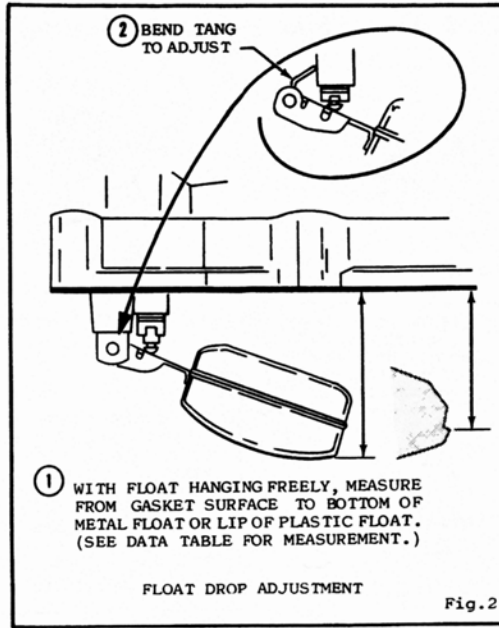
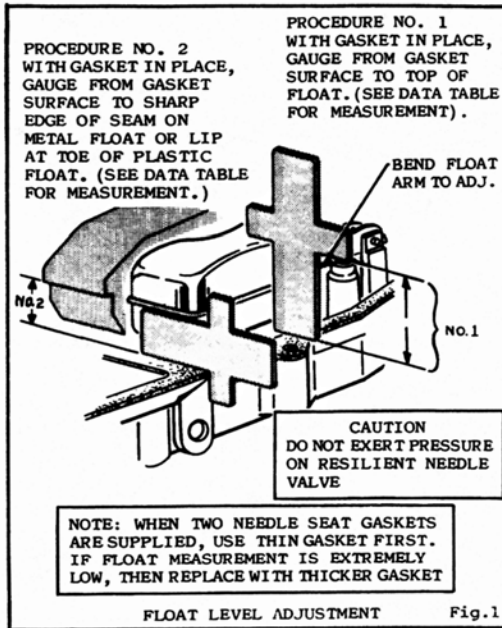
NEEDLE AND SEAT GASKET SELECTION - REFER TO FIGURE 1, PAGE 2.

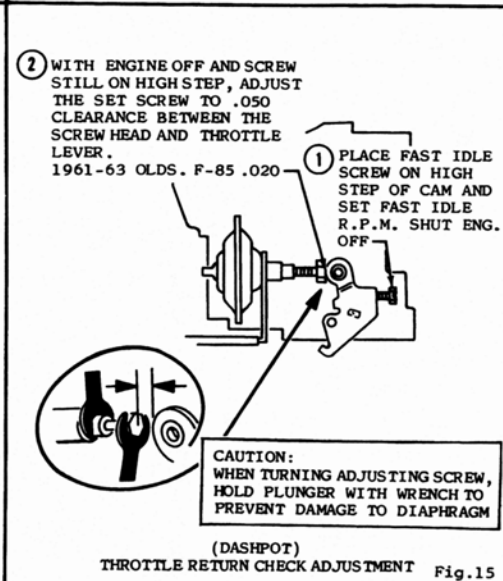
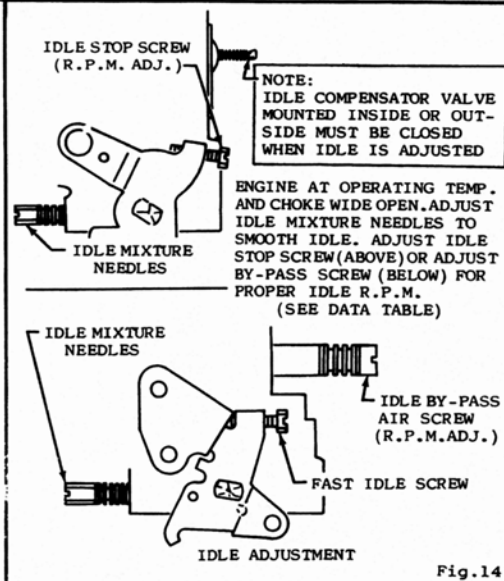
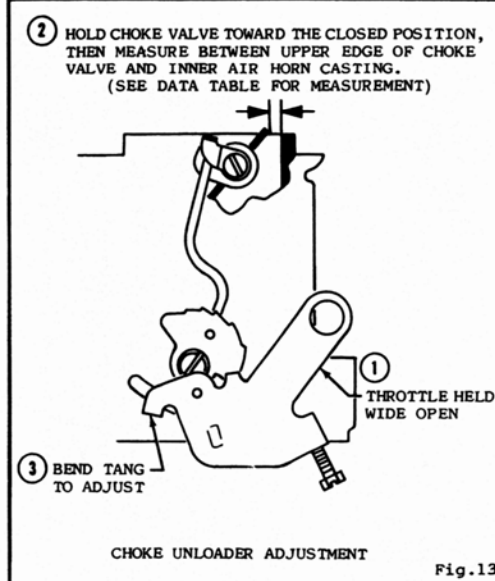
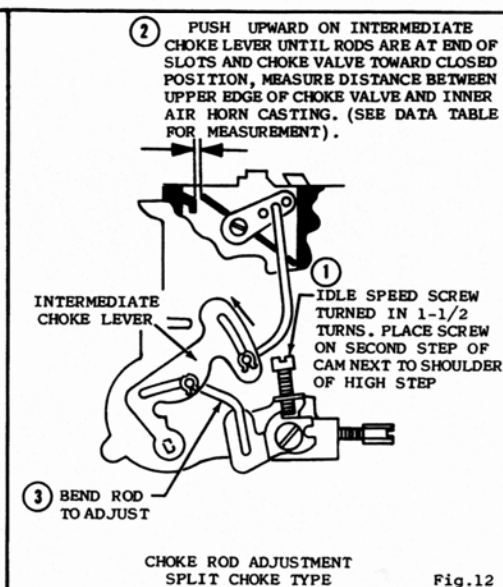
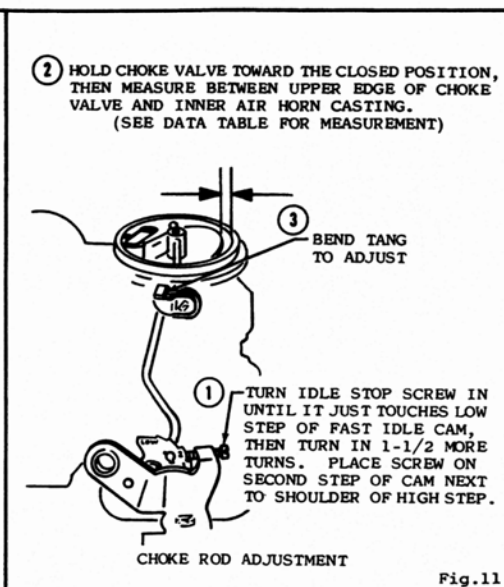
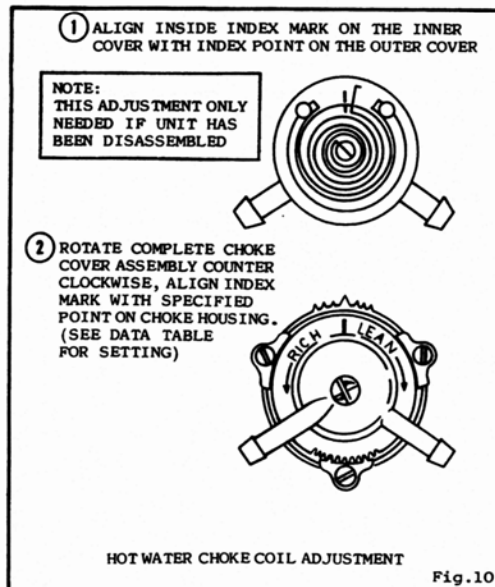
POWER PISTON INSTALLATION (33) - LIGHTLY STAKE CASTING AROUND WASHER.

IDLE ADJUSTING NEEDLES (52) - TURN EACH NEEDLE IN LIGHTLY UNTIL SEATED, THEN BACK OUT 2-4 TURNS.

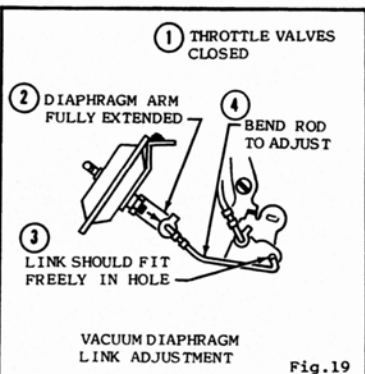
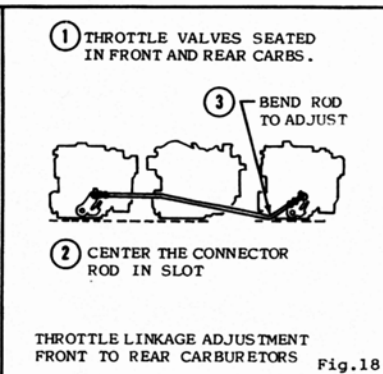
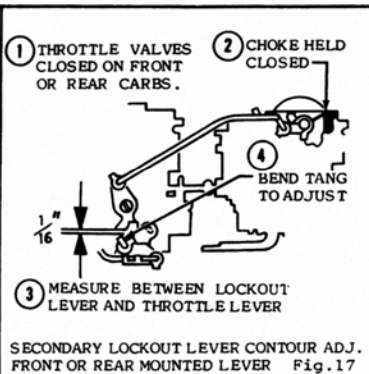
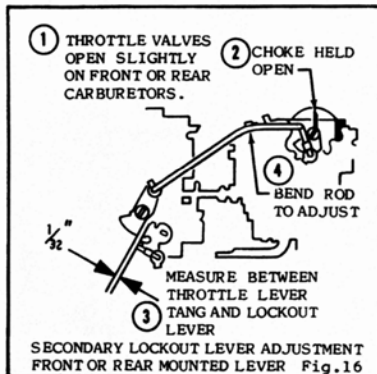
IDLE AIR SCREW (55) IF USED - TURN IN TO SEAT AND BACK OUT 2 TURNS. 1967-68 OLDS. PLACE FELT DUST SEAL ON CHOKE PISTON SHAFT BEFORE INSTALLING SHAFT.

ADJUSTMENTS

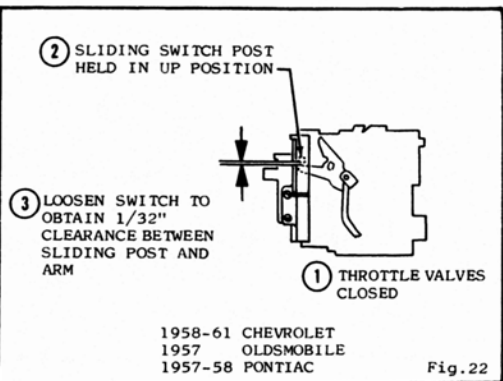
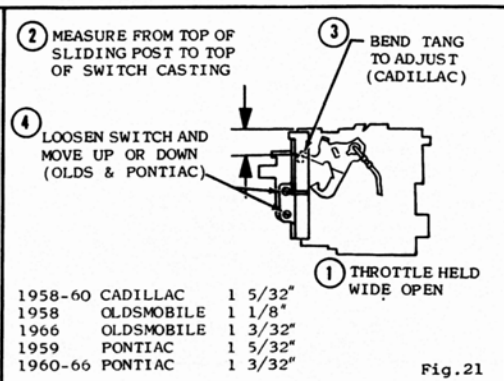
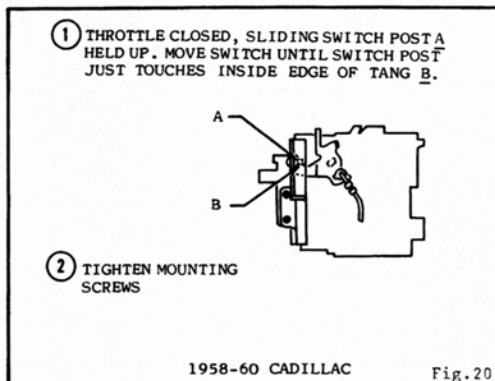




3 X 2 TRI-CARB SET UP - ON CAR ADJUSTMENTS



3 X 2 VACUUM SWITCH - ON CAR ADJUSTMENTS



ADJUSTMENT DATA TABLE

Year	Make	Float Set Procedure	Float Level	Float Drop	Pump Rod	Intermediate Choke Rod	Vac. Break	Automatic Choke	Choke Rod	Un-Loader	Slow Idle S/T	Idle A/T	Fast Idle RPM See Note 5
1964-67	Acadian 283" Eng.	S/T A/T	2 2	3/4" 3/4"	1-3/4" 1-3/4"	1-1/8" 1-1/8"	— —	See Fig. 9 See Fig. 9	1/16" 1/16"	7/32" 7/32"	500 —	— 500 DR	— —
1967	Beaumont 283" Eng.	S/T A/T	2 2	3/4" 3/4"	1-3/4" 1-3/4"	1-1/8" 1-1/8"	— —	See Fig. 9 See Fig. 9	1/16" 1/16"	7/32" 7/32"	500 —	— 500 DR	— —
1968	Beaumont, Chevrolet & Chevella 307" Eng. Canada	S/T A/T	2 2	3/4" 3/4"	1-3/4" 1-3/4"	1-1/8" 1-1/8"	— —	See Fig. 9 See Fig. 9	1/16" 1/16"	7/32" 7/32"	500 —	— 550 DR	— —
1961	Buick - LaSalle Series		2	1-11/16"	1-29/32"	1-1/8"	—	1-N-Rich Index	1/32"	5/64"	525	525 N	
1961-63	Buick - All Special V-8		2	21/32"	1-29/32"	1-11/32"	—	Index	3/64"	5/32"	500	500 DR	
1962	Buick - LaSalle Series		2	23/32"	1-29/32"	1-7/16"	—	S/T Index	3/32"	1/4"	525	525 N	
1963	Buick - Special V-6		2	21/32"	1-29/32"	1"	—	A/T-1-N-Rich Index	3/64"	3/16"	600	600 N	
1963	Buick - LaSalle Series		2	21/32"	1-29/32"	1-7/16"	—	S/T Index	3/32"	17/64"	525	525 N	
1962	Buick - Special V-6		2	21/32"	1-29/32"	1"	—	A/T-1-N-Rich Index	1/16"	5/32"	600	600 N	
1964	Buick - Special & LaSalle		2	1/2"	1-29/32"	1-11/32"	—	S/T Index	3/64"	3/32"	550	550 DR	
1965	Buick - Special & LaSalle		2	19/32"	1-29/32"	Outer Hole 1-5/32"	—	A/T-2-N-Rich Index	1/16"	9/64"	550	550 DR	
1966	Buick - 225" Eng. V6	S/T A/T	2 2	1/2" 1/2"	1-27/32" 1-27/32"	Inner Hole 1-11/32"	— —	Index	1/16"	9/64"	550 —	— 550 DR	— —
	A.I.R.	A/T	2	1/2"	1-27/32"	Outer Hole 1-5/32"	—	Index	1/16"	9/64"	—	550 DR	—
1967	Buick 225" Eng. V6	S/T	2	1/2"	1-9/32"	Inner Hole 1-1/16"	—	Index	1/16"	9/64"	550	—	—
	& w/A.I.R.	A/T	2	1/2"	1-9/32"	Outer Hole 1-1/16"	—	Index	1/16"	9/64"	—	600 DR	—
1966	Buick 300"-340" Eng. V/8 Early w/Metal Floats	S/T A/T	2 2	1/2" 1/2"	1-27/32" 1-27/32"	Inner Hole 1-11/32"	— —	Index	1/16"	9/64"	550 —	— 550 DR	— —
1966	Buick 300"-340" Eng. V/8 Late w/Plastic Floats & w/A.I.R.	S/T A/T	2 2	15/32" 15/32"	1-9/16" 1-9/16"	Outer Hole 1-11/32"	— —	Index	1/16"	9/64"	550 —	— 600 DR	— —
1967	Buick 300"-340" Eng. V/8 & w/A.I.R.	All/T	2	15/32"	1-3/16"	Inner Hole 1-5/32"	—	Index	1/16"	9/64"	550	600 DR	—
1968	Buick 350" Eng.	All/T	2	15/32"	1-9/32"	Inner Hole 1-11/32"	—	See Fig. 9	3/64"	9/64"	Note 7-8	700	Note 7
1969	Buick 350" Eng.	All/T	2	15/32"	1-7/32"	1-11/32"	—	See Fig. 9	3/64"	9/64"	700	600	—
	Brockway Truck L-6		2	5/8"	1-29/32"	1-7/16"	—				500		
1958	Cadillac - All		2	23/32"	1-29/32"	1-3/16"	—	Early 2-N-Rich Late - Index	1/16"	5/32"	450	450 DR	1700
1959-60	Cadillac - 3x2 Center		2	15/16"	1-29/32"	1-3/16"	—	Index	1/16"	5/32"	450	450 DR	1700
1959-60	Cadillac - 3x2 Ends		2	23/32"	1-29/32"	7/8"	—						
1967	Camaro 327" Eng. & w/A.I.R.	S/T A/T	2 2	3/4" 3/4"	1-3/4" 1-3/4"	1-1/8" 1-1/8"	— —	See Fig. 9 See Fig. 9	1/16" 1/16"	7/32" 7/32"	500 —	— 600 DR	— —
1968	Camaro 307" & 327" Eng.	All/T	2	3/4"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	13/64"	Note 7-8	700	Note 7
1969	Camaro 350" Eng.	All/T	2	3/4"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
	307" Eng.	All/T	2	27/32"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	7/32"	700	600	—
1963	Checker Mtrs. - L-6 2GC		2	5/8"	1-29/32"	1-11/32"	—	Index	3/64"	5/32"	450	450 DR	
1964-66	Checker Mtrs. V8 2GV-2G		2	3/4"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	13/64"	550	550 DR	
1967	Checker Mtrs. V8 2GV		2	3/4"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	13/64"	500	—	—
1968	Checker Mtrs. 307" Eng.	All/T	2	3/4"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	13/64"	Note 7-8	700	—
1969	Checker Mtrs. 327" Eng.	All/T	2	3/4"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
	350" Eng. w/Vac. Gov.		2	3/4"	1-3/4"	1-7/16"	—	—	—	—	—	—	—
1955	Chevrolet - All		1	1- 5/32"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	475	450 DR	
1956-57	Chevrolet - All		1	1- 1/4"	1-29/32"	1-1/8"	—	Index	3/32"	3/8"	475	450 DR	
1958	Chevrolet - 3x2 Center		1	1- 1/4"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	475	450 DR	
1958	Chevrolet - 3x2 Ends		1	1- 5/16"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	475	450 DR	
1958	Chevrolet		1	1- 9/32"	1-29/32"	1-1/8"	—	S/T-1-Rich Index	3/32"	3/8"	475	450 DR	
1959-62	Chevrolet		1	1-11/32"	1-29/32"	1-1/8"	—	A/T-Index	3/32"	3/8"	475	450 DR	
1959-61	Chevrolet - 3x2 Center		1	1- 5/16"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	475	450 DR	
1959-61	Chevrolet - 3x2 Ends		1	1-13/32"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	475	450 DR	
1963	Chevrolet		2	3/4"	1-29/32"	1-1/8"	—	S/T-1-Lean A/T-Index	3/32"	3/8"	500	500 DR	
1964-67	Chevrolet - Chevella & Chevy II & w/A.I.R.	S/T A/T	2 2	3/4" 3/4"	1-3/4" 1-3/4"	1-1/8" 1-1/8"	— —	See Fig. 9 See Fig. 9	1/16" 1/16"	7/32" 7/32"	500 —	— 500 DR	— —
1968	Chevrolet - Chevella & Chevy II 307" & 327" Eng.	All/T	2	3/4"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	13/64"	Note 7-8	700	Note 7
1969	Chevrolet - Chevella & Chevy II 307" Eng.	All/T	2	27/32"	1-3/4"	1-1/8"	—	See Fig. 9	1/16"	7/32"	700	600	—
	Chevrolet - Chevella & Chevy II 327" Eng.	All/T	2	3/4"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
	350" Eng.	All/T	2	3/4"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
	Chevrolet - 396" Eng.	All/T	2	3/4"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
	396" Eng. w/AC	All/T	2	5/8"	1-3/4"	1-13/32"	—	See Fig. 9	3/32"	9/32"	700	600	—
1955	Chevrolet Truck - All		1	1- 5/32"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	500	—	—
1956-57	Chevrolet Truck - All		1	1- 1/4"	1-29/32"	1-5/32"	—	Index	3/32"	3/8"	500	—	—
1958	Chevrolet Truck - All		1	1- 5/16"	1-29/32"	1-5/32"	—	Index	3/32"	3/8"	500	—	—
1959-62	Chevrolet Truck		1	1- 3/8"	1-29/32"	1-5/32"	—	Index	3/32"	3/8"	500	—	—
1963-66	Chevrolet Truck		2	3/4"	1-29/32"	1-1/8"	—	Index	3/32"	3/8"	500	—	—
1969-67	Chevrolet Truck w/Vac. Gov.		2	3/4"	1-29/32"	1-1/8"	—	Index	3/32"	3/8"	500	—	—
1966-67	Chevrolet Truck 366" Eng. w/Gov.		2	5/8"	1-29/32"	1-3/16"	—	Index	3/32"	3/8"	500	—	—
1968	Chevrolet Truck 307" Eng.		2	3/4"	1-3/4"	1-1/8"	—	Index	3/32"	3/8"	500	—	—
	327" Eng. w/Vac. Gov.	S/T	2	3/4"	1-3/4"	1-1/8"	—	Index	3/32"	3/8"	Note 7	700	—
1969	Chevrolet Truck 307" Eng.	All/G-10	2	27/32"	1-3/4"	1-1/8"	—	Index	3/32"	3/8"	Note 7	700	—
	350" Eng. All		2	3/4"	1-3/4"	1-7/16"	—	Index	3/32"	3/8"	Note 7	700	—
1963	Divco 226" Eng. 6 Cyl.		2	5/8"	1-29/32"	1-11/32"	—				450		

ABBREVIATIONS - DR-Drive, A/C-Air Condition, - S/T-Standard Transmission, A/T-Automatic Transmission, A.I.R.-Air Injection Reactor. C.C.S. = Controlled Combustion System

*Large Throttle Bore - 1-11/16", **Small Throttle Bore - 1-7/16"

NOTE 1

With Throttle Valves Fully Closed, Vent Valve Should Open 3/32", Bend Tong to Adjust.

NOTE 2

1959-61 - 11/16"
1961 Change B-1/2"
1962-1/2"
1962 Change B-13/32"

NOTE 3

1961 - Early 1962-9/16"
1962 - Late - 25/32"

NOTE 4

7023062-7024062
Set Piston 3/64"
Out of Bore, All Others - Set Piston Flush

ADJUSTMENT DATA TABLE

Year	Make	Float Set Procedure	Float Level	Float Drop	Pump Rod	Inter-mediate Choke Rod	Vac. Break	Automatic Choke	Choke Rod	Un-Loader	Slow Idle S/T	Slow Idle A/T	Fast Idle RPM See Note 5
1968	GMC Truck 307"-327" Eng. Hand/Choke	2	3/4"	1-3/4"	1-1/8"	-	-	-	-	-	Note 7	-	-
1969	GMC Truck 307" Eng. Auto/Choke	2	3/4"	1-3/4"	1-1/8"	-	7/64"	See Fig. 9	1/16"	13/64"	Note 7	-	-
	GMC Truck 307" Eng. 350" Eng. All	2	27/32"	1-3/4"	1-1/8"	-	-	-	-	-	Note 7	-	-
		2	3/4"	1-3/4"	1-7/16"	-	-	-	-	-	Note 7	-	-
1966	Kaiser Jeep 7026086	2	21/32"	1-27/32"	1-5/32"	-	-	-	-	-	600	-	-
1966-67	Kaiser Jeep 225" Eng.	See Note 6	1-5/32"	1-7/8"	1-5/32"	-	-	Index	3/64"	9/64"	600	-	-
1968	Kaiser Jeep 350" Eng.	See Note 6	1-11/32"	1-3/4"	1-1/16"	-	-	See Fig. 9	3/64"	9/64"	600	-	-
1955	Oldsmobile - All	1	1- 9/32"	1-29/32"	1-9/16"	-	-	Index	3/64"	5/32"	450	450 DR	1700
1956	Oldsmobile - All (Note 1)	1	1- 7/16"	2"	11/16"	-	-	Index	5/64"	5/32"	450	450 DR	1700
1957	Oldsmobile - 3x2 Center	1	1- 9/32"	1-29/32"	1-3/16"	-	-	1-N-Lean	3/64"	9/64"	500	450 DR	1500
1957	Oldsmobile - 3x2 Ends	1	1- 5/16"	1-29/32"	1-3/16"	-	-	-	-	-	-	-	-
1958	Oldsmobile - All	1	1- 3/8"	1-29/32"	1-3/16"	-	-	2-N-Lean	3/64"	9/64"	500	500 DR	1500
1959-62	Oldsmobile - Except F85	2	See Note 2	1-13/16"	1-7/16"	See Fig. 6	-	59-1-N-Rich	5/32"	11/64"	500	500 DR	1900
								60-61-Index	-	-	-	-	-
								62-1-N-Lean	-	-	-	-	-
1963	Oldsmobile - Except F85	2	13/32"	1-13/16"	1-7/16"	1st Groove	-	1-N-Lean	5/32"	11/64"	500	500 DR	1900
1961-62	Oldsmobile - F85	2	See Note 3	1-13/16"	1-3/16"	-	-	61-1-N-Lean	5/64"	17/64"	550	500 DR	-
								62-Index	-	-	-	-	-
1963	Oldsmobile - F85	2	25/32"	1-13/16"	1-3/16"	-	-	Index	5/64"	17/64"	550	500 DR	-
1964	Oldsmobile All F85 - Std. Jetstar,	2	11/16"	1-13/16"	1-3/32"	-	-	1-N-Lean	5/64"	1/4"	525	500 DR	-
1964	Oldsmobile - Jetstar with A/C	2	17/32"	1-13/16"	1-3/32"	-	-	1-N-Lean	5/64"	1/4"	525	500 DR	-
1964	Oldsmobile - Dynamic "88"	-	-	-	-	-	-	-	-	-	-	-	-
	394" Eng.	2	19/32"	1-13/16"	1-7/16"	1st Groove	-	Index	5/32"	11/64"	525	500 DR	1100 Low Step
1964	Oldsmobile Dynamic "88" 394" Eng. w/A/C	2	7/16"	1-13/16"	1-7/16"	1st Groove	-	Index	5/32"	11/64"	525	500 DR	1100 Low Step
1965-66	Olds. - All F85 & Jetstar "88"	-	-	-	-	-	-	-	-	-	-	-	-
	330" Eng. except 65-A/T-A/C	2	3/4"	1-7/8"	1-7/16"	Flush	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
1965	Olds. - Jetstar "88" A/T-A/C	2	19/32"	1-7/8"	1-7/16"	Flush	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
1965	Olds. - Dynamic 425" Eng. S/T	2	3/4"	1-7/8"	1-7/16"	Flush	-	1-N-Lean	5/32"	11/64"	550	500 DR	900 Low Step
1965	Olds. - Dynamic 425" Eng. A/T	2	3/4"	1-7/8"	1-7/16"	1/32" Out	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
1965	Olds. - Dynamic All A/C	2	19/32"	1-7/8"	1-7/16"	1/32" Out	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
1966	Olds. - Dynamic & Delta 425" Eng.	2	3/4"	1-7/8"	1-7/16"	Flush	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
	425" Eng. w/AC & A.I.R. w/AC	2	19/32"	1-7/8"	1-7/16"	Flush	-	Index	5/32"	11/64"	575	575 DR	900 Low Step
1966	Oldsmobile - 3x2 Ends	2	3/4"	1-3/4"	27/32"	-	-	-	-	-	-	-	-
	3x2 Center	2	5/8"	1-3/4"	1-11/32"	-	5/32"	See Fig. 9	5/32"	5/32"	500 DR	900 Low Step	-
1967	Oldsmobile 330" Eng.	2	19/32"	1-9/16"	1-7/16"	1st Groove	-	Index	5/32"	11/64"	600	500 DR	900 Low Step
1967	Oldsmobile 425" Eng.	-	-	-	-	-	-	-	-	-	-	-	-
	Pre Heat Carb w/AC	2	19/32"	1-9/16"	1-7/16"	1st Groove	-	Index	5/32"	11/64"	575	575 DR	900 Low Step
	w/AC - A.I.R.	2	1/2"	1-9/16"	1-7/16"	Flush	-	Index	5/32"	11/64"	575	575 DR	900 Low Step
	All w/AC, - w/A.I.R.	2	19/32"	1-9/16"	1-7/16"	Flush	-	Index	5/32"	11/64"	550	500 DR	900 Low Step
1967	Oldsmobile 425" Eng. C.C.S. All.	2	9/16"	1-9/16"	1-7/16"	Flush	-	Index	5/32"	11/64"	-	600 DR	900 Low Step
1968	Oldsmobile & F85 350" Eng.	2	9/16"	1-3/8"	1-7/16"	1st Groove	-	Index	5/32"	5/32"	Note 7-8	Note 7	Note 7
	400 "455" Eng.	2	9/16"	1-3/8"	1-7/16"	Flush	-	Index	5/32"	5/32"	Note 7-8	Note 7	Note 7
1969	Oldsmobile 350"-400"-455" Eng.	2	9/16"	1-3/8"	1-7/16"	-	3/16"	Index	9/64"	11/64"	675	575	900 Low Step
	Outboard Marine 300" Eng.	2	19/32"	1-29/32"	1-1/8"	-	-	Index	-	5/64"	500 N	-	-
1960	Palmer Marine 2G	2	5/8"	1-29/32"	1-11/32"	-	-	-	-	-	600	-	-
1955-57	Pontiac - Canada	1	1- 1/4"	1-29/32"	1-9/16"	-	-	Index	1/16"	5/32"	500	450 DR	-
1958	Pontiac - Canada Series 70	1	1- 9/32"	1-29/32"	1-1/8"	-	-	Index	3/32"	3/8"	475	450 DR	-
1959-62	Pontiac - Canada Series 70	1	1-11/32"	1-29/32"	1-1/8"	-	-	S/T-1-N-Lean	3/32"	3/8"	475	450 DR	-
								A/T-Index	-	-	-	-	-
1963	Pontiac - Canada Series 70	2	3/4"	1-29/32"	1-1/8"	-	-	Index	3/32"	23/64"	450	500 DR	-
1964-66	Pontiac - Canada 283" Eng.	S/T	3/4"	1-3/4"	1-1/8"	-	1/8"	See Fig. 9	3/32"	13/64"	475	450 DR	-
		A/T	3/4"	1-3/4"	1-1/8"	-	3/32"	See Fig. 9	3/32"	13/64"	475	450 DR	-
1967-68	Pontiac - Canada 283" Eng.	S/T	3/4"	1-3/4"	1-1/8"	-	1/8"	See Fig. 9	1/16"	7/32"	500	500 DR	-
	307-327" Eng.	A/T	3/4"	1-3/4"	1-1/8"	-	7/64"	See Fig. 9	1/16"	7/32"	500	500 DR	-
1955-56	Pontiac	1	1- 1/4"	1-29/32"	1-9/16"	-	-	Index	1/16"	5/32"	500	450 DR	-
1957	Pontiac	1	1- 1/4"	1-29/32"	1-3/16"	Flush	-	Index	1/16"	5/32"	500	500 DR	-
1957	Pontiac - 3x2 Ends	1	1-5/16"	1-29/32"	1-3/16"	-	-	-	-	-	-	-	-
1957	Pontiac - 3x2 Center	1	1-5/16"	1-29/32"	1-1/8"	-	-	Index	1/16"	5/32"	500	500 DR	-
1958	Pontiac - Std.	2	11/16"	1-29/32"	1-3/8"	Flush	-	Index	1/16"	5/32"	500	500 DR	-
1958	Pontiac - 3x2 Ends	1	1-13/32"	1-29/32"	1-13/16"	-	-	-	-	-	-	-	-
1958	Pontiac - 3x2 Center	1	1- 9/32"	1-29/32"	1- 1/8"	-	-	Index	1/16"	5/32"	500	500 DR	-
1959	Pontiac - Std. Eng.*	2	5/8"	1-29/32"	1-5/16"	Flush	-	Index	1/16"	5/32"	500	500 DR	2700
1959	Pontiac - 420 E. Eng.**	2	11/16"	1-29/32"	1-3/16"	Flush	-	Index	1/16"	5/32"	500	500 DR	-
1959-63	Pontiac - 3x2 Ends	2	23/32"	1-3/4"	7/8"	-	-	-	-	-	-	-	-
1959	Pontiac - 3x2 Center	2	23/32"	1-3/4"	1-3/16"	-	-	Index	1/16"	5/32"	500	500 DR	-
1960	Pontiac - 3x2 Center	2	23/32"	1-3/4"	1-1/8"	-	-	Index	1/16"	5/32"	500	500 DR	-
1960-62	Pontiac - 420 E. Eng.**	2	11/16"	1-3/4"	1-1/8"	-	-	Index	1/16"	5/32"	500	500 DR	-
1960	Pontiac - Std. Eng.*	2	5/8"	1-3/4"	1-11/32"	Flush	-	Index	5/64"	5/32"	500	500 DR	2700
1961-64	Pontiac - Std. Eng.*	2	5/8"	1-3/4"	1-11/32"	Flush	-	1-N-Rich	5/64"	5/32"	525	500 DR	-
1963-64	Pontiac - Economy Eng.**	2	11/16"	1-3/4"	1-1/8"	-	-	Index	1/16"	5/32"	525	500 DR	-
1961-63	Pontiac - 3x2 Center	2	23/32"	1-3/4"	1-1/8"	-	-	Index	1/16"	5/32"	500	500 DR	-
1964-65	Pontiac - 3x2 Center All	2	11/16"	1-3/4"	1-1/8"	-	-	Index	1/16"	5/32"	600	600 DR	-
1964-66	Pontiac - 3x2 Ends All	2	21/32"	1-3/4"	7/8"	-	-	-	-	-	-	-	-
1965-66	Pontiac All (except 3x2)	2	5/8"	1-3/4"	1-11/32"	Flush	-	Index	3/32"	5/32"	600	500 DR	-
1966	Pontiac - 3x2 Center All	S/T	19/32"	1-3/4"	1-11/32"	-	15/64"	See Fig. 9	3/32"	5/32"	500	500 DR	-
		A/T	19/32"	1-3/4"	1-11/32"	-	5/32"	See Fig. 9	3/32"	5/32"	500	500 DR	-
1967	Pontiac 326"-400" Eng.	All/T	9/16"	1-9/16"	1-11/32"	Flush	-	Index	3/32"	5/32"	600	500 DR	-
1968-69	Pontiac - 400" Eng.	S/T	9/16"	1-3/4"	1-11/32"	-	11/64"	See Fig. 9	3/32"	3/16"	Note 7	Note 7	Note 7
		A/T	9/16"	1-3/4"	1-11/32"	-	5/32"	See Fig. 9	3/32"	3/16"	Note 7	Note 7	Note 7
1965	Studebaker V8 283" Eng.	2	3/4"	1-3/4"	1-1/8"	-	1/8"	See Fig. 9	1/16"	13/64"	475	450 DR	-
							3/32"	7024110	-	-	-	-	-
1966	Studebaker V8 283" Eng.	1	1- 3/8"	1-29/32"	57/64"	-	1/8"	See Fig. 9	1/16"	13/64"	525	500	-
							3/32"	7024110	-	-	-	-	-
1961	Tempest V8	2	21/32"	1-29/32"	1-11/32"	See Note 4	-	Index	3/64"	5/32"	600	600 N	-
1963-64	Tempest V8	2	5/8"	1-3/4"	1-11/32"	Flush	-	Index	5/64"	5/32"	500	500 DR	-
1965-66	Tempest V8	2	19/32"	1-3/4"	1-11/32"	-	-	Index	3/32"	5/32"	600	500 DR	-
1967	Tempest - 326"-400" Eng.	All/T	9/16"	1-9/16"	1-11/32"	-	Flush	Index	3/32"	5/32"	600	500 DR	-
1968-69	Tempest & Firebird 350" Eng.	All/T	9/16"	1-3/4"	1-11/32"	-	5/32"	See Fig. 9	3/32"	3/16"	Note 7	Note 7	Note 7
	400" Eng.	S/T	9/16"	1-3/4"	1-11/32"	-	11/64"	See Fig. 9	3/32"	3/16"	Note 7	Note 7	Note 7
		A/T	9/16"	1-3/4"	1-11/32"	-	5/32"	See Fig. 9	3/32"	3/16"	Note 7	Note 7	Note 7
1963	Universal Mtrs. 198"-225" Eng. V6	2	11/16"	1-29/32"	1-1/8"	-	-	Index	1/32"	5/64"	600	-	-

NOTE 5

After Slow Idle Adjustment Rotate Fast Idle Cam So Fast Idle Screw Sets On High Step of Cam or Low as Indicated and Adjust to Proper R.P.M.

NOTE 6

Measure From Gasket To Top of Float at Toe End

NOTE 7

Adjust Slow Idle Mixture, Slow and Fast Idle R.P.M. as Outlined on Decal in Engine Compartment.

NOTE 8

Adjust Idle Vent Valve Opening .020 to .025 with Idle R.P.M. as Specified and Idle Stop Solenoid Energized. (Gauge at Point of Largest Vent Valve Opening.