



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.

MODEL 4MV

	FLOAT LEVEL	PUMP ROD ADJ.	CHOKE ROD	VACUUM BREAK	UNLOADER ADJ.	AIR VALVE LOCKOUT	SECONDARY VALVE LOCKOUT	SECONDARY MET. ROD	AIR VALVE SPRING TURNS	AIR VALVE DASH POT	AUTO. CHOKE	IDLE R.P.M.
AERO MARINE 327" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26	550-N
CHRIS-CRAFT MARINE CARB #7044283	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044288	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044289	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17056287	1/4"	INNER 9/32"	--	.120	.300	.030	--	--	3/4	.015	INDEX	--
CARB #17058280	1/4"	INNER 9/32"	--	.120	.160	.030	--	--	3/8	.030	INDEX	--
CARB #17059294	5/16"	INNER 5/16"	--	19°	--	--	.015	--	5/8	.015	GAGE NOTCH	--
CARB #17059295	11/32"	INNER 5/16"	--	19°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CHRYSLER MARINE CARB #17084001	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086115	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086116	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CRUSADER MARINE 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	1/64"	7/8"	1/4	1/32"	FIG. 22	550-N
CARB #17082403	9/32"	INNER 5/16"	--	27°	32°	--	.015	--	3/4	.015	GAGE NOTCH	--
DAYTONA MARINE 327" & 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	1/64"	7/8"	1/4	1/32"	FIG. 22	650-N
MERCURY (KIEKHAEFER) MARINE 292", 327", 350", 427", 482" ENG.	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	--	1/2	1/32"	FIG. 26 1 ROD	--
454" ENGINE	1/4"	INNER 9/32"	--	--	--	--	--	--	3/4	1/32"	--	--
CARB #7044286	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044287	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17057282	1/4"	INNER 9/32"	--	--	--	1/64"	--	--	9/16	1/64"	--	--
CARB #17057283	1/4"	INNER 9/32"	--	--	--	1/64"	--	--	1/2	1/32"	--	--
CARB #17059280	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	5/8	.030	GAGE NOTCH	--
CARB #17059287	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	3/4	.015	GAGE NOTCH	--
CARB #17059288	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17059289	1/4"	INNER 5/16"	--	20°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17059290	9/32"	INNER 5/16"	--	19°	--	.015	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17059291	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17059292	1/4"	INNER 5/16"	--	--	--	1/64"	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080560	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/4	.015	GAGE NOTCH	--
CARB #17080561	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17080562	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080563	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17080564	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080565	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17081299	7/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17083515	9/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17083522	7/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17084516	9/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17085013	1/4"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17086069	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
OUTBOARD MARINE (OMC) 283", 307", 350", 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26	--
CARB #7044284	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7045283	1/4"	INNER 9/32"	--	.080	.152	.015	--	--	3/8	.030	EVEN	--
CARB #17057290	1/4"	INNER 9/32"	--	19°	32°	--	.015	--	1/2	.030	--	--
CARB #17059285	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17059286	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17082515	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17085010	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086117	5/16"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
OWENS MARINE 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	1/4	1/32"	FIG. 26 1 ROD	550-N
SALMON STILES MARINE 327" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26 1 ROD	550-N
VOLVO PENTA MARINE 305", 350" ENGINE	1/4"	INNER 5/16"	--	--	--	--	--	--	1/2	1/32"	INDEX	--
CARB #7044288	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044289	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17056287	1/4"	INNER 9/32"	--	.120	.300	.030	--	--	3/4	.015	INDEX	--
CARB #17057292	1/4"	INNER 9/32"	--	.120	.160	.030	--	--	3/4	.030	INDEX	--
CARB #17059283	1/4"	INNER 5/16"	--	.120	.160	--	.015	--	1/2	.030	INDEX	--
CARB #17059296	9/32"	INNER 5/16"	--	--	--	--	.015	--	1/2	.015	INDEX	--
CARB #17059298	1/4"	INNER 5/16"	--	.120	.160	--	.015	--	1/2	.030	INDEX	--

MODELS 4G-4GC

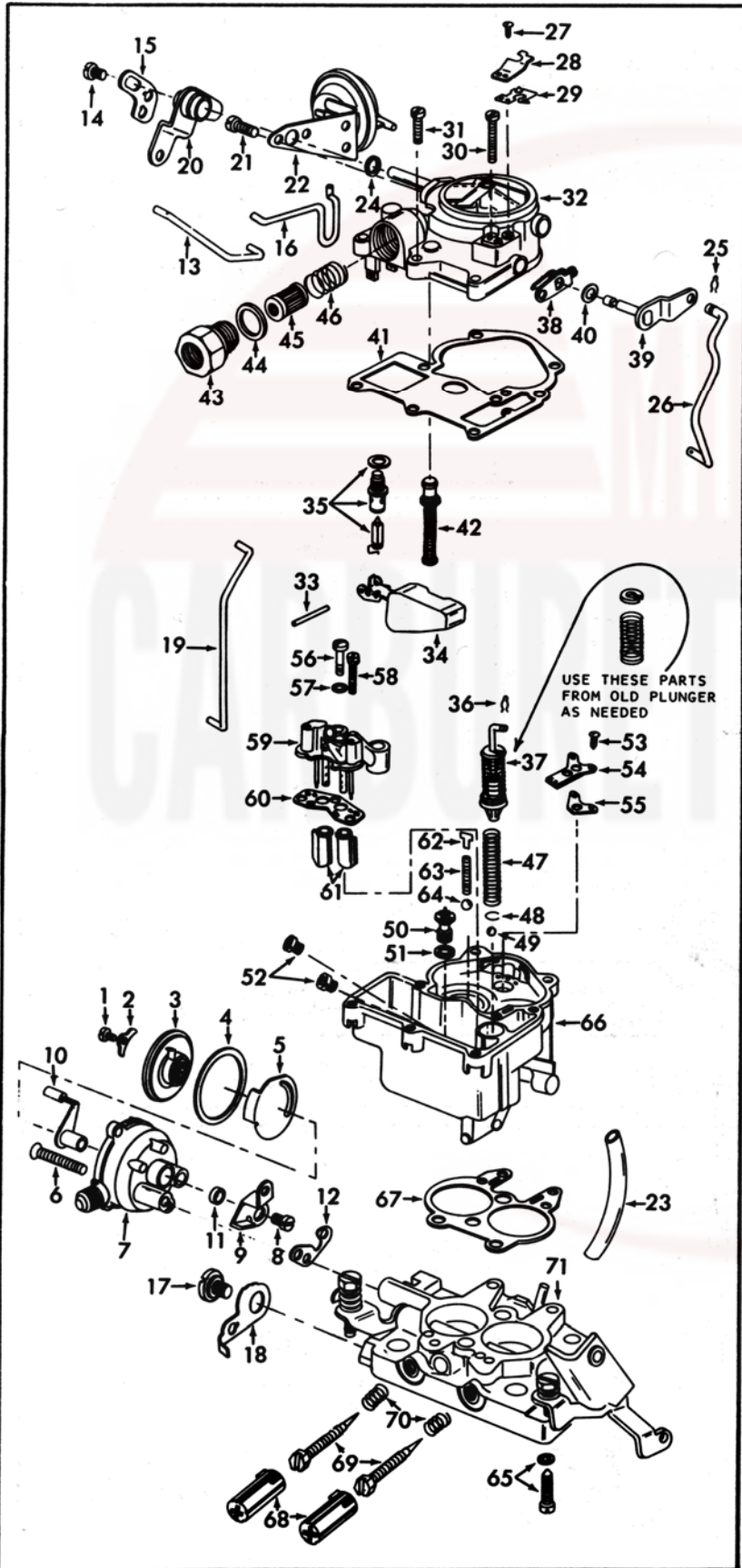
	FLOAT LEVEL		FLOAT TOE		VAC. ASSIST.	FLOAT DROP		PUMP ROD LOCATION	PUMP ROD	INTERMEDIATE CHOKE ROD	AUTO CHOKE	CHOKE ROD	UNLOADER	SECONDARY LOCKOUT	SECONDARY CONTOUR	IDLE R.P.M.
	PRI.	SEC.	PRI.	SEC.		PRI.	SEC.									
CHRIS-CRAFT MARINE 283" ENG. 7013071 283" ENG. 7015090	1-15/32"	1-3/8"	11/16"	3/8"	1-1/16"	1-1/2"	1-5/16"	OUTER OUTER	1-1/32"	FLUSH FLUSH	3-N-L 3-N-L	3/64" 3/64"	1/8" 1/8"	1/64" 1/64"	1/8" 1/8"	500-N 500-N
CRUSADER MARINE 327" ENG. 8 CYL. 7020085 409" ENG. 8 CYL. 7020084 327"-409" ENG. 8 CYL. ALL OTHERS	1-15/32"	1-3/8"	11/16"	3/8"	1-1/16"	1-1/2"	1-1/8"	OUTER OUTER OUTER	1-1/32"	FLUSH FLUSH FLUSH	3-N-L 3-N-L 3-N-L	3/64" 3/64" 3/64"	1/8" 1/8" 1/8"	1/64" 1/64" 1/64"	1/8" 1/8" 1/8"	550-N 550-N 550-N
DAYTONA MARINE 283" ENG. 8 CYL. 327"-409" ENG. 8 CYL.	1-17/32"	1-19/32"	---	---	---	2-1/4"	2-1/4"	CENTER OUTER	1-1/16"	---	---	---	---	---	---	650-N 650-N
GRAY MARINE 215"-327" ENG. 8 CYL. 401" ENG. 8 CYL.	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER OUTER	1-1/32"	FLUSH FLUSH	INDEX 3-N-L	3/64" 3/64"	1/8" 7/64"	1/64" 1/64"	7/64" 7/64"	550-N 650-N
KIEKHAEFER MARINE 283" ENG. 8 CYL. 327" ENG. 8 CYL. 409" ENG. 8 CYL.	1-1/2"	1-9/16"	---	---	---	2-1/4"	2-1/4"	OUTER OUTER OUTER	1-3/32"	FLUSH FLUSH FLUSH	INDEX 3-N-L INDEX	---	15/64" 1/8" 1/8"	1/64" 1/64" 1/64"	1/64" 7/64" 1/32"	550-N 550-N 550-N
OWENS MARINE 283"-327" ENG. 8 CYL.	1-17/32"	1-19/32"	---	---	---	2-1/4"	2-1/4"	OUTER	1-3/32"	FLUSH	INDEX	1/16"	15/64"	1/64"	1/64"	675-N
PALMER MARINE 345" ENG. 8 CYL. 7015091 345" ENG. 8 CYL. 7019084 549" ENG. 8 CYL. 7024084	1-15/32"	1-1/2"	11/16"	3/8"	1-1/16"	1-1/2"	1-5/16"	CENTER CENTER OUTER	1-1/32"	---	---	---	---	---	---	800-N 800-N 800-N
REVLEY MARINE 300" ENG. 8 CYL. 401" ENG. 8 CYL.	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	INNER OUTER	1-1/32"	FLUSH FLUSH	INDEX 3-N-L	3/64" ---	1/8" 7/64"	1/64" 1/64"	1/32" 7/64"	500-N 650-N

INSTRUCTION SHEET

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

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. SOME UNITS WILL NOT HAVE AUTOMATIC CHOKE PARTS. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE PUMP (37) ON LATE MODELS TWIST UPSET END WITH SMALL PLIERS UNTIL IT BREAKS. SERVICE PUMP WILL HAVE A RETAINING CLIP. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (42).

NOMENCLATURE

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

(S/M) = SOME MODELS

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 SOLENOIDS, DIAPHRAGM UNITS, PLASTIC WASHER (40) WHEN USED OR RUBBER PARTS IN CLEANING SOLVENTS. DO NOT SAND, WIRE BRUSH, OR FILE ON TEFLON COATED SHAFTS.

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 (69) - TURN EACH NEEDLE IN LIGHTLY UNTIL SEATED. THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

POWER PISTON INSTALLATION (42) - LIGHTLY STAKE CASTING AROUND WASHER.

PUMP (37) - INSTALL SPRING & RETAINER FROM OLD PUMP IF NEEDED.

NEEDLE & SEAT GASKET SELECTION (35) - WHEN TWO NEEDLE SEAT GASKETS ARE SUPPLIED, USE THIN GASKET FIRST, IF FLOAT MEASUREMENT IS EXTREMELY LOW, THEN REPLACE WITH THICKER GASKET.

DUST SEALS (24)(11) - INSTALL SEAL WITH LIP FACING OUT.



AIR HORN TIGHTENING SEQUENCE

VACUUM BREAK ASSY. - WHERE TWO ARE USED AS (BUICK) ADJ. PRIMARY FIRST THEN SECONDARY FOLLOWING PROCEDURE IN FIG. 5 & 6

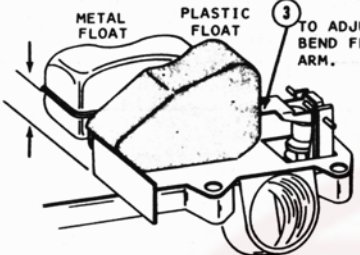
ADJUSTMENTS

SEE DATA TABLE FOR MEASUREMENTS

① BOWL GASKET IN PLACE, INVERT BOWL COVER.

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

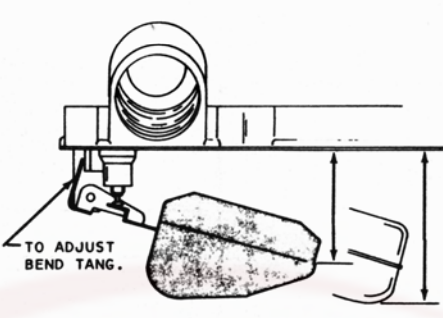
② PLASTIC FLOAT MEASURE DISTANCE FROM GASKET TO LIP ON FREE END OF FLOAT.



③ TO ADJUST BEND FLOAT ARM.

②A METAL FLOAT MEASURE DISTANCE FROM GASKET TO SHARP EDGE OF FLOAT SEAM AT FREE END OF FLOAT.

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

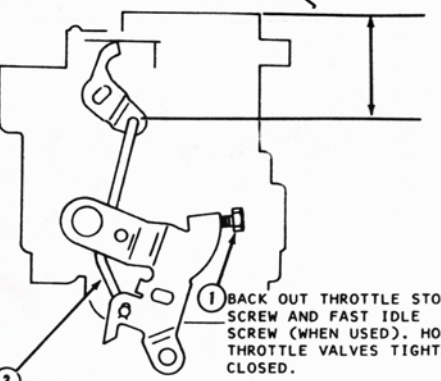


TO ADJUST BEND TANG.

WITH FLOAT HANGING FREELY, MEASURE FROM GASKET SURFACE TO LIP OF PLASTIC FLOAT OR BOTTOM OF METAL FLOAT.

FLOAT DROP ADJUSTMENT FIG. 2

② MEASURE DISTANCE FROM TOP OF AIR HORN TO TOP OF PUMP ROD.

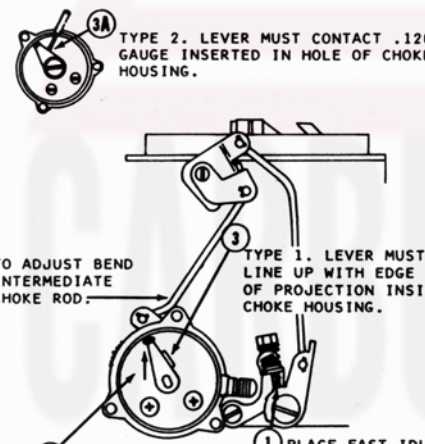


① BACK OUT THROTTLE STOP SCREW AND FAST IDLE SCREW (WHEN USED). HOLD THROTTLE VALVES TIGHTLY CLOSED.

③ TO ADJUST BEND PUMP ROD.

PUMP ROD ADJUSTMENT FIG. 3

③A TYPE 2. LEVER MUST CONTACT .120" GAUGE INSERTED IN HOLE OF CHOKE HOUSING.



④ TO ADJUST BEND INTERMEDIATE CHOKE ROD.

③ TYPE 1. LEVER MUST LINE UP WITH EDGE OF PROJECTION INSIDE CHOKE HOUSING.

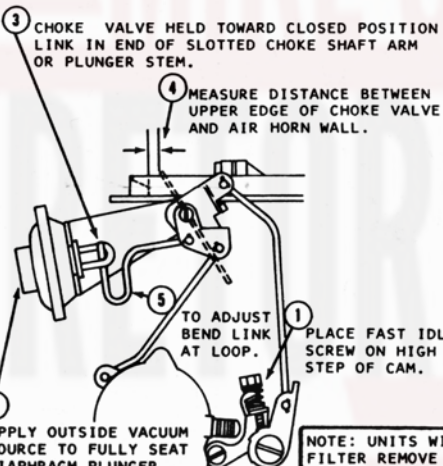
② CLOSE CHOKE VALVE BY PUSHING UP ON CHOKE COIL LEVER.

① PLACE FAST IDLE SCREW ON HIGHEST STEP OF CAM.

INTERMEDIATE CHOKE ROD ADJUSTMENT FIG. 4

③ CHOKE VALVE HELD TOWARD CLOSED POSITION LINK IN END OF SLOTTED CHOKE SHAFT ARM OR PLUNGER STEM.

④ MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



⑤ TO ADJUST BEND LINK AT LOOP.

① PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.

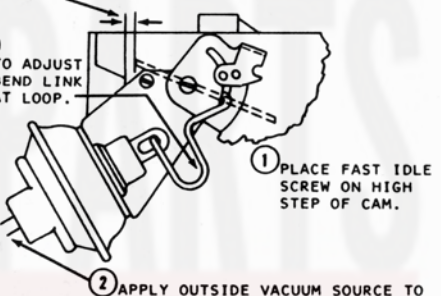
② APPLY OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM PLUNGER.

NOTE: UNITS WITH PURGE BLEED HOLE OR PURGE FILTER REMOVE RUBBER COVER AND TAPE SMALL BLEED HOLE IN END COVER OR IN VACUUM TUBE BEFORE ADJUSTING.

VACUUM BREAK ADJUSTMENT (SOLID PLUNGER STEM) FIG. 5

③ PUSH CHOKE VALVE TOWARDS THE CLOSED POSITION UNTIL THE SPRING LOADED PLUNGER STEM IS FULLY EXTENDED. (BE CAREFUL NOT TO PULL DIAPHRAGM OFF ITS SEAT.)

④ MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



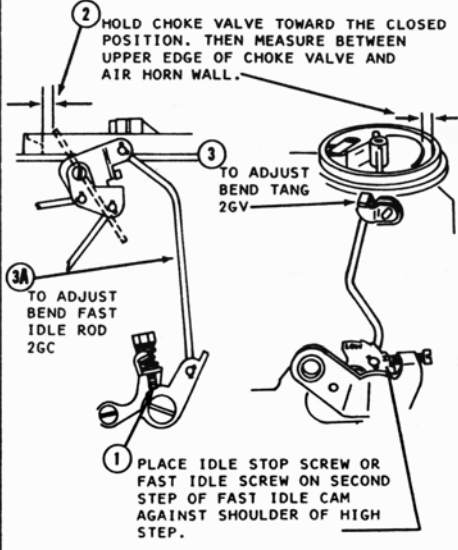
⑤ TO ADJUST BEND LINK AT LOOP.

① PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.

② APPLY OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM PLUNGER.

VACUUM BREAK ADJUSTMENT (SPRING LOADED PLUNGER STEM) FIG. 6

② HOLD CHOKE VALVE TOWARD THE CLOSED POSITION. THEN MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



③ TO ADJUST BEND TANG 2GV.

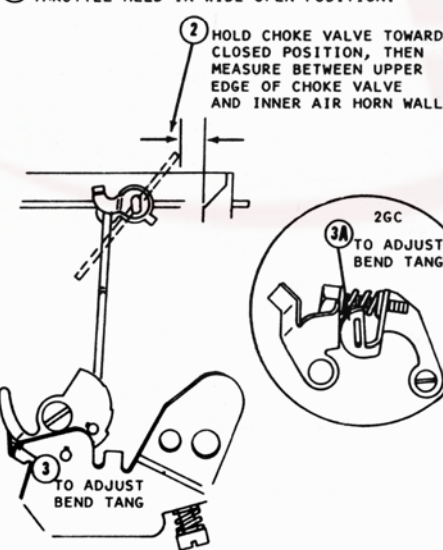
③A TO ADJUST BEND FAST IDLE ROD 2GC.

① PLACE IDLE STOP SCREW OR FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP.

(FAST IDLE CAM) CHOKE ROD ADJUSTMENT FIG. 7

① THROTTLE HELD IN WIDE OPEN POSITION.

② HOLD CHOKE VALVE TOWARD CLOSED POSITION, THEN MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND INNER AIR HORN WALL.

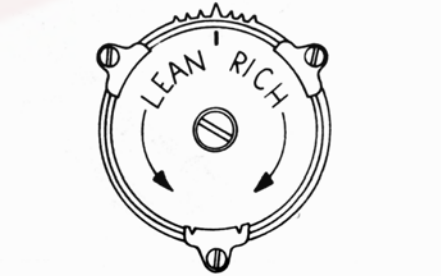


③ TO ADJUST BEND TANG.

③A TO ADJUST BEND TANG 2GC.

CHOKE UNLOADER ADJUSTMENT FIG. 8

ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.



AUTOMATIC CHOKE ADJUSTMENT 2GC FIG. 9

ADJUSTMENTS

SEE DATA TABLE FOR MEASUREMENTS

③ TO ADJUST BEND ROD AT EXISTING BEND.

① CHOKE VALVE HELD CLOSED.

② PULL UP ON CHOKE ROD. END OF ROD SHOULD FIT GAUGE NOTCH ON SIDE OF CHOKE LEVER. (1971 CHRYSLER CORP. ROD END SHOULD BE EVEN WITH TOP OF HOLE IN CHOKE LEVER.)

BUICK-JEEP-PONTIAC (CHRYSLER CORP.)

1970 TOP OF ROD SHOULD BE EVEN WITH BOTTOM OF HOLE.

1971 1/4 MODELS TOP OF ROD SHOULD BE EVEN WITH CENTER OF HOLE.

1971 1/2 MODELS TOP OF ROD SHOULD FIT NOTCH IN LEVER.

1972 & LATER ROD SHOULD FIT IN BOTTOM OF SLOT IN LEVER.

① CHOKE VALVE HELD IN WIDE OPEN POSITION

② PUSH DOWN ON CHOKE ROD TO LIMIT TRAVEL.

NOTE: VEGA-TOP EDGE OF PIN SHOULD BE EVEN WITH BOTTOM OF HOLE IN LEVER. TO ADJUST ROTATE SWIVEL ON ROD.

ON CAR
CHOKE COIL ROD ADJUSTMENTS

③ TO ADJUST BEND ROD AT EXISTING BEND.

ALL MODELS OF CHEV., CHEV. & GMC TRK. FIG. 10

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.

SUPPLEMENT

SLOW IDLE ADJUSTMENT WITH IDLE STOP SOLENOID

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. DISCONNECT DISTRIBUTOR VACUUM HOSE AND PLUG.
 - B. DISCONNECT FUEL TANK HOSE FROM VAPOR CANISTER
 - C. AUTOMATIC TRANSMISSION IN DRIVE, (WHEELS BLOCKED) A/C OFF.
3. CHECK ENGINE COMPARTMENT DECAL FOR SPECIFICATIONS USING A TACHOMETER ADJUST IDLE SPEED R.P.M.
4. ADJUST IDLE R.P.M. BY TURNING ADJUSTING SCREW OF IDLE SOLENOID. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID IS ENERGIZED.)
5. AIR CLEANER INSTALLED.
6. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. READJUST IDLE SPEED IF NECESSARY.
7. TRANSMISSION IN NEUTRAL, DISCONNECT ELECTRICAL CONNECTION OF SOLENOID. THEN ADJUST SLOW IDLE R.P.M. WITH THROTTLE STOP SCREW. RECONNECT ALL CONNECTIONS.
8. INSTALL IDLE LIMITER CAPS. ON SOME MODELS CAP FITS ON ONLY ONE WAY. LOCKS IDLE NEEDLE WHEN INSTALLED. ON OTHER MODELS PLACE CAP ON IDLE NEEDLE HEAD WITH TAB IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP. SEAT THE LIMITER CAP ON THE MIXTURE NEEDLE HEAD BY PRESSING FIRMLY ON THE CAP.

SUPPLEMENT

SLOW IDLE ADJUSTMENT WITH IDLE COMBINED EMISSION CONTROL VALVE.

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. DISCONNECT DISTRIBUTOR VACUUM HOSE AND PLUG.
 - B. DISCONNECT FUEL TANK HOSE FROM VAPOR CANISTER.
 - C. AUTOMATIC TRANSMISSION IN DRIVE. (WHEELS BLOCKED.)
 - D. AIR CONDITION OFF
3. CHECK ENGINE COMPARTMENT DECAL FOR SPECIFICATIONS ADJUST THROTTLE STOP SCREW TO THE PROPER R.P.M. USING A TACHOMETER.
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. READJUST IDLE SPEED IF NECESSARY
5. MANUALLY PULL OUT PLUNGER STEM TO THE LIMIT OF ITS TRAVEL THEN ADJUST PLUNGER LENGTH TO OBTAIN SPECIFIED ENGINE R.P.M.
 - A/T 650 IN DRIVE
 - S/T 900 IN NEUTRAL
6. INSTALL IDLE LIMITER CAPS.

SLOW IDLE ADJUSTMENT FIG. 11

① SLOW IDLE ADJUSTMENT COMPLETED.

② OLDSMOBILE PLACE FAST IDLE SCREW ON LOW STEP OF FAST IDLE CAM AND ADJUST TO 1000 R.P.M. S/T IN NEUTRAL A/T IN PARK

③ CHRYSLER CORP. PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AND ADJUST TO 1800 R.P.M.

FAST IDLE ADJUSTMENT FIG. 12

② TO ADJUST BEND ACTUATING TANG ON PUMP LEVER.

① CHEV. IDLE SPEED ADJUSTED. (IDLE STOP SOLENOID ENERGIZED) MEASURE DISTANCE BETWEEN WIDEST OPENING POINT OF VALVE & SEAT. SHOULD HAVE .025" CLEARANCE.

① CHRYSLER CORP. AFTER FAST IDLE ADJUSTMENT IS MADE. PLACE FAST IDLE SCREW ON SECOND STEP OF THE FAST IDLE CAM. PLASTIC VALVE SHOULD JUST BE SEATED.

② TO ADJUST TURN SCREW IN PLASTIC VALVE.

IDLE VENT ADJUSTMENT FIG. 13