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:

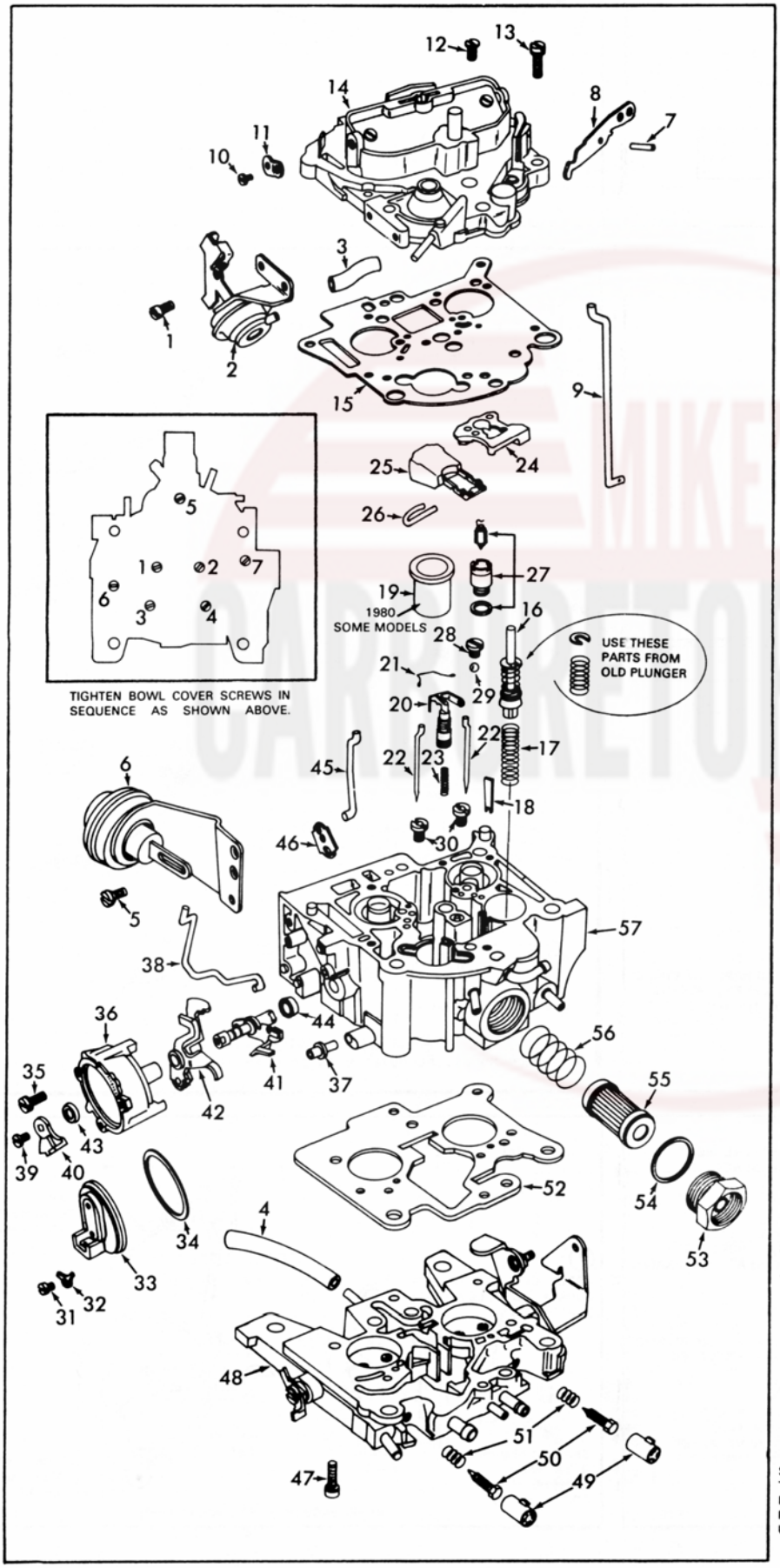
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and 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 210 (M2MC, M2ME)

50-550-6

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 (8) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER.** BOWL COVER SCREWS (12) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. CAREFULLY PRY UP ON POWER PISTON ASSY. (20) TO RELEASE PLASTIC LOCK RING HOLDING IT IN PLACE. A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON, NO ATTEMPT SHOULD BE MADE TO READJUST OR REMOVE ADJUSTING SCREW. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS. DO NOT REMOVE BAFFLE PLATE FROM BENEATH CHOKE COIL SPRING. 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. TO REMOVE IDLE MIXTURE NEEDLE PLUGS CHECK BELOW. SEE FIG. 9 FOR REMOVAL OF TAMPER RESISTANT CHOKE COVER.

NOMENCLATURE

REF. NO.		REF. NO.	
1.	SCREW (2) - FRONT VACUUM BREAK	30.	JET (2) - MAIN METERING
2.	FRONT VACUUM BREAK ASSEMBLY	31.	SCREW (3) - CHOKE COVER RETAINER
3.	HOSE - FRONT VACUUM BREAK	32.	RETAINER (3) - CHOKE COVER
4.	HOSE - REAR VACUUM BREAK	33.	CHOKE COVER ASSEMBLY
5.	SCREW (2) - REAR VACUUM BREAK	34.	GASKET - CHOKE COVER (NONE ELECTRIC MODELS)
6.	REAR VACUUM BREAK ASSEMBLY	35.	SCREW & LKWSHR. - CHOKE HOUSING
7.	PIN - PUMP LEVER	36.	CHOKE HOUSING ASSEMBLY
8.	LEVER - PUMP	37.	TUBE - VACUUM PASSAGE
9.	ROD - PUMP	38.	LINK - REAR VACUUM BREAK
10.	SCREW - CHOKE LEVER	39.	SCREW - CHOKE COIL LEVER
11.	LEVER - CHOKE SHAFT	40.	LEVER - CHOKE COIL
12.	SCREW (2) - BOWL COVER (TAPERED HEAD)	41.	SHAFT ASSY. - INTERMEDIATE CHOKE
13.	SCREW & LKWSHR. (5) - BOWL COVER	42.	CAM - FAST IDLE
14.	BOWL COVER ASSEMBLY	43.	SEAL - CHOKE HOUSING SHAFT HOLE
15.	GASKET - BOWL COVER	44.	SEAL - INTERMEDIATE CHOKE SHAFT
16.	PUMP ASSEMBLY	45.	ROD - CHOKE
17.	SPRING - PUMP	46.	LEVER - INTERMEDIATE CHOKE
18.	BAFFLE - PUMP WELL	47.	SCREW & LKWSHR. (4) - THROTTLE BODY
19.	INSERT - ANEROID CAVITY	48.	THROTTLE BODY ASSEMBLY
20.	POWER PISTON ASSEMBLY	49.	CAP (2) - IDLE LIMITER
21.	SPRING - METERING ROD	50.	NEEDLE - IDLE ADJUSTING
22.	METERING ROD (2)	51.	SPRING - IDLE ADJUSTING NEEDLE
23.	SPRING - POWER PISTON	52.	GASKET - THROTTLE BODY
24.	INSERT - FLOAT BOWL	53.	FILTER NUT - FUEL INLET
25.	FLOAT & LEVER ASSEMBLY	54.	GASKET - FILTER NUT
26.	HINGE PIN - FLOAT	55.	FILTER - FUEL
27.	NEEDLE, SEAT & GASKET ASSY.	56.	SPRING - FILTER
28.	PLUG - PUMP DISC BALL	57.	FLOAT BOWL ASSEMBLY
29.	BALL - PUMP DISC		

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

FUEL FILTER (55) - 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.

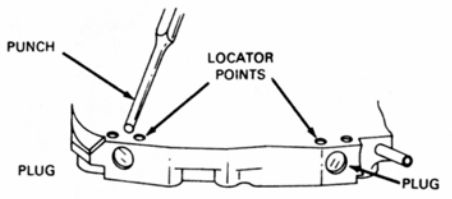
IDLE ADJUSTING NEEDLES (50) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3 - 3½ TURNS.

INTERMEDIATE CHOKE SEALS (44), (43) - SEAL 44 LIP OF SEAL IS FACING OUT AND SEAL 43 LIP OF SEAL IS FACING IN.

CHOKE COVER GASKET (34) - DO NOT USE GASKET WITH ELECTRIC CHOKE COVER.

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.

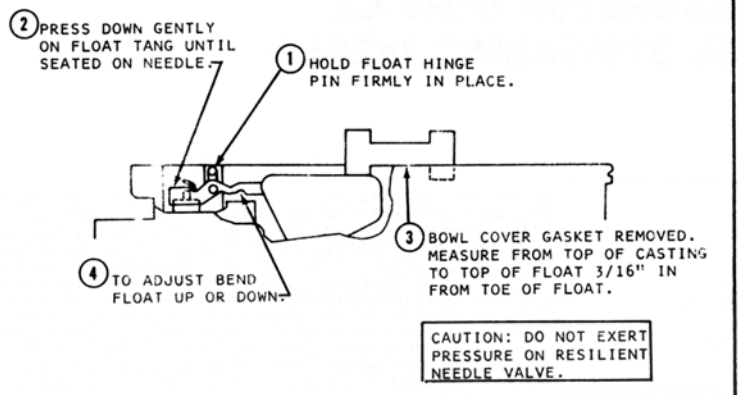
PUMP WELL BAFFLE (18) - SLOT IN BAFFLE GOES TO BOTTOM OF SLOT IN PUMP WELL.



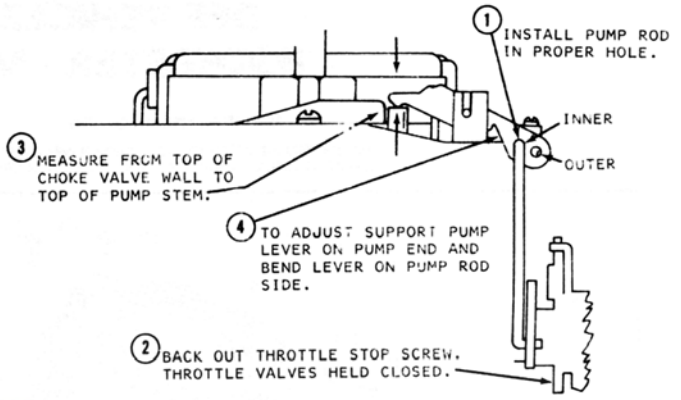
SUPPORT THROTTLE BODY. THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY. BREAK OUT THROTTLE BODY TO GAIN ACCESS TO THE IDLE MIXTURE NEEDLE. DRIVE OUT HARDENED STEEL PLUG COVERING MIXTURE NEEDLE. HARDENED PLUG WILL SHATTER (PLUG WILL NOT BE REPLACED). REMOVE IDLE ADJUSTING NEEDLE USING PROPER DEEP SOCK.

IDLE MIXTURE NEEDLE PLUG REMOVAL

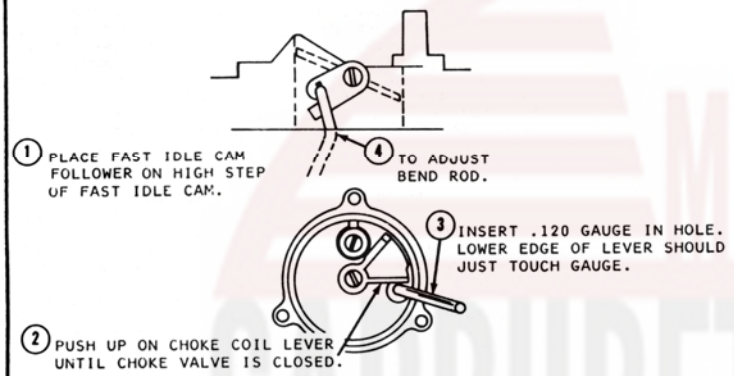
ADJUSTMENTS



DRY FLOAT LEVEL ADJUSTMENT FIG. 1

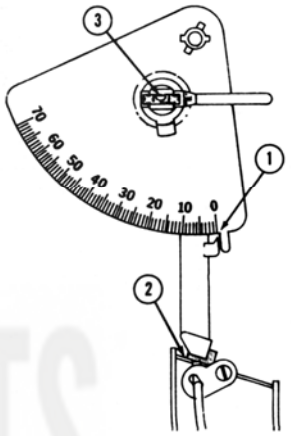


PUMP ROD ADJUSTMENT FIC. 2

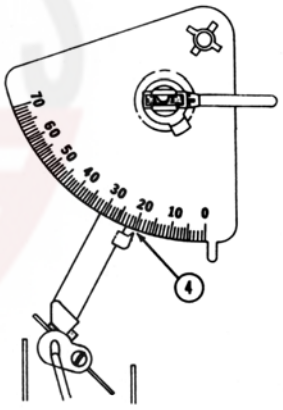


CHOKE COIL LEVER ADJUSTMENT FIG. 3

1. ROTATE DEGREE SCALE UNTIL ZERO(0) IS OPPOSITE POINTER.
2. CHOKE VALVE HELD COMPLETELY CLOSED. PLACE MAGNET SQUARLEY ON TOP OF CHOKE VALVE.
3. ROTATE BUBBLE UNTIL IT IS CENTERED.



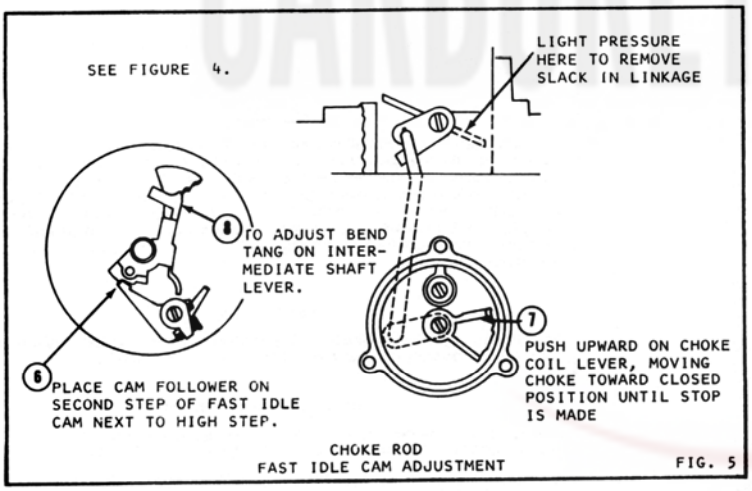
4. ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.
6. ADJUST UNTIL BUBBLE IS CENTERED.



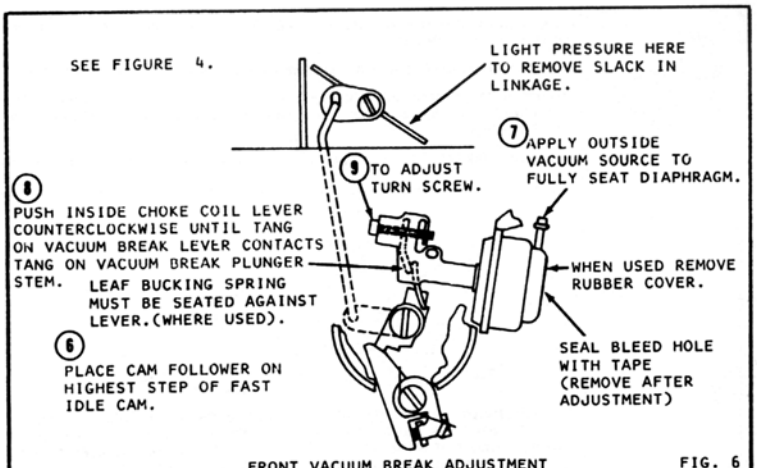
CAUTION :PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

GAUGE : J-26701 KENT MOORE TOOL
BT-7704 BORROUGHS TOOL

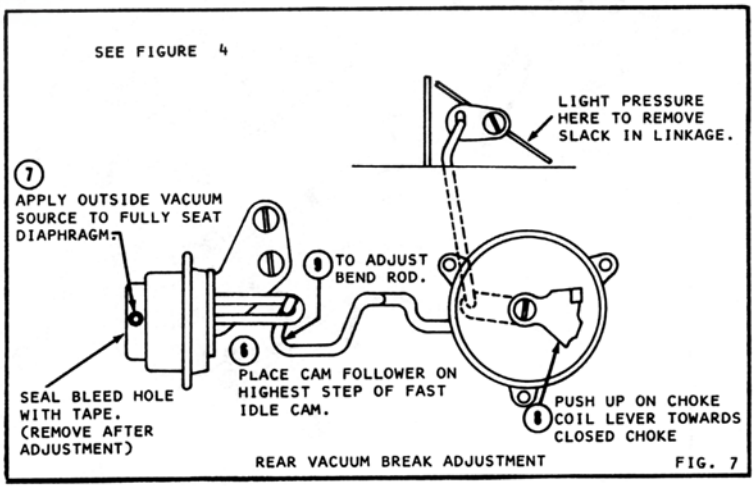
ANGLE GAUGE BASIC ADJUSTMENT.
CONTINUE NUMERICAL OUTLINE IN EACH ADJUSTMENT USING DEGREE SETTING.
FIG. 4



CHOKE ROD
FAST IDLE CAM ADJUSTMENT FIG. 5

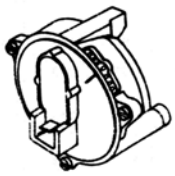


FRONT VACUUM BREAK ADJUSTMENT FIG. 6



REAR VACUUM BREAK ADJUSTMENT FIG. 7

ADJUSTMENTS



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

AUTOMATIC CHOKE ADJUSTMENT FIG. 8

CAREFULLY ALIGN A #21 DRILL (.159") 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 AND SELF TAPPING SCREWS 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

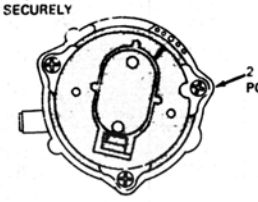
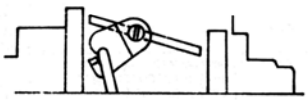


FIG 9

REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER

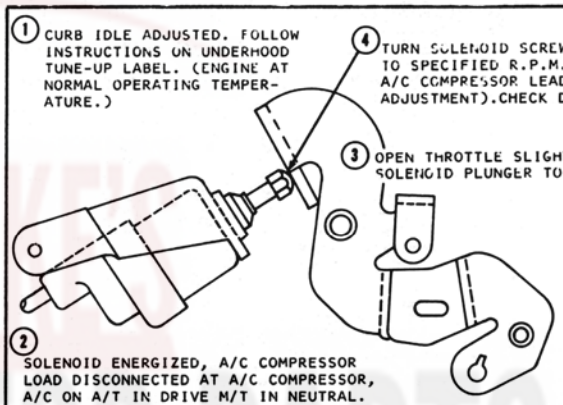


E FIGURE 4

UNLOADER ADJUSTMENT FIG 10

PLACE CAM FOLLOWER ON PROPER STEP OF FAST IDLE CAM PER UNDERHOOD TUNE UP LABEL

FAST IDLE ADJUSTMENT (ON CAR) FIG. 11



A/C IDLE SPEED UP SOLENOID ADJUSTMENT FIG 12

DATA ADJUSTMENT TABLE

YEAR	MAKE		FLOAT LEVEL SETTING	PUMP ROD LOCATION	PUMP ROD SETTING	FAST IDLE CAM SETTING *		VACUUM BREAK FRONT *		VACUUM BREAK REAR *		AUTO CHOKE SETTING	UNLOADER SETTING *	
1978	Buick 231" Eng. V6 49S	A/T	5/16"	INNER	9/32"	14.5°	.074"	21°	117"	19°	.103"	2-RICH	50°	.350"
	301" Eng. V8 49S	A/T	11/32"	INNER	1/4"	22.5°	.126"	25°	.142"	32°	.195"	2-RICH	33°	.203"
1979	Buick 196" Eng. V6	A/T	11/32"	INNER	1/4"	24.5°	.139"	19°	103"	17°	.090"	2-RICH	35°	.220"
		M/T	13/32"	INNER	1/4"	24.5°	139"	19°	.103"	17°	.090"	2-RICH	35°	.220"
	231" Eng. V6 49S	All/T	11/32"	INNER	1/4"	24.5°	.139"	19°	103"	17°	.090"	2-RICH	38°	.243"
	Carb. No. 17059290 49S	A/T	5/16"	INNER	1/4"	24.5°	.139"	19°	.103"	17°	.090"	2-RICH	38°	.243"
	17059491 Calif	M/T	11/32"	INNER	9/32"	24.5°	.139"	23°	129"	21°	.117"	1-RICH	42°	.277"
	Altitude	A/T	11/32"	INNER	1/4"	24.5°	.139"	23°	.129"	21°	.117"	1-RICH	42°	.277"
	Calif.	A/T	5/16"	INNER	1/4"	24.5°	.139"	23°	.129"	21°	.117"	2-RICH	42°	.277"
	301" Eng. V8	A/T	5/16"	INNER	1/4"	20°	.110"	23°	.129"	31°	.187"	2-RICH	32°	.195"
	305" Eng. V8	A/T	15/32"	INNER	1/4"	38°	.243"	27°	.157"	--	--	1-LEAN	38°	.243"
1980	Buick 231" Eng. V6 49S													
	Carb. No. 17080190, 192	A/T	9/32"	INNER	1/4"	24.5°	.139"	22°	.123"	20°	.110"	N/A	38°	.243"
	17080191	M/T	11/32"	INNER	1/4"	24.5°	.139"	18°	096"	18°	.096"	N/A	38°	.243"
	17080185, 187, 195 197		9/32"	INNER	1/4"	24.5°	.139"	19°	.103"	14°	.071"	N/A	38°	.243"
	265" Eng. V8	A/T	5/16"	INNER	1/4"	14.5°	.074"	28.5°	.167"	33.5°	.207"	N/A	37.5°	.238"
1981	Buick V6 231" ENG Carb. No. 17081492, 493		9/32"	INNER	1/4"	24.5°		17°		19°		--	38°	
1981	Buick V8 267" Eng. Carb. No. 17081172, 173		9/32"	INNER	5/16"	20°		25°		--		--	38°	
	Carb. No. 17081174, 175		9/32"	INNER	9/32"	20°		25°		--		--	38°	
1982 1983	Buick V6 231" Eng. Carb. Nos. 17082492, 17083172		9/32"	INNER	1/4"	24.5°		17°		19°		--	38°	
1982	Buick V8 267" Eng Carb. No. 17082172, 173, 174, 175		9/32"	INNER	5/16"	20°		25°		--		--	38°	
1985-86	Buick V6 3.8L Canada		9/32"	INNER	9/32"	24.5°		17°		19°		--	38°	
1979	Check Motors 305" Eng. V8	A/T	15/32"	INNER	1/4"	38°	243"	27°	.157"	--		1-LEAN	38°	.243"
1980	Checker Motors Carb. Nos. 17080130, 132, 138		11/32"	INNER	9/32"	20°	110"	25°	.142"	--		N/A	38°	.243"
	Carb. Nos 17080146, 148		9/32"	INNER	9/32"	20°	110"	25°	142"	--		N/A	38°	.243"
1978	Chevrolet 200" Eng. V6 49S & Canada	A/T	1/4"	INNER	1/4"	46°	.314"	24°	136"	--		INDEX	46°	314"
	49S	M/T	1/4"	INNER	1/4"	46°	.314"	24°	.136"	--		INDEX	46°	.314"
1979	Chevrolet 196" Eng V6	A/T	11/32"	INNER	1/4"	24.5°	.139"	19°	103"	17°	.090"	2-RICH	35°	.220"
		M/T	13/32"	INNER	1/4"	24.5°	.139"	19°	.103"	17°	.090"	2-RICH	35°	220"
	200" Eng. V6	A/T	1/4"	INNER	1/4"	38°	243"	27°	.157"	--		INDEX	38°	.243"
		M/T	1/4"	INNER	1/4"	38°	.243"	27°	157"	--		1-LEAN	38°	.243"
	231" Eng. V6 49S	All/T	11/32"	INNER	1/4"	24.5°	139"	19°	103"	17°	.090"	2-RICH	38°	243"
	Carb. No. 17059190 49S	A/T	5/16"	INNER	1/4"	24.5°	.139"	19°	.103"	17°	.090"	2-RICH	38°	.243"
	Calif.	A/T	5/16"	INNER	1/4"	24.5°	.139"	23°	.129"	21°	117"	2-RICH	42°	.277"
	Calif.	M/T	11/32"	INNER	9/32"	24.5°	.139"	23°	.129"	21°	117"	1-RICH	42°	.277"
	Altitude	A/T	11/32"	INNER	1/4"	24.5°	.139"	23°	.129"	21°	.117"	1-RICH	42°	.277"
	267" Eng. V8 49S	All/T	1/4"	INNER	1/4"	38°	.243"	28°	.164"	--		1-LEAN	38°	.243"
	Carb. No. 17059108, 110	A/T	11/32	INNER	1/4"	38°	.243"	28°	.164"	--		2-LEAN	38°	.243"
	305" Eng. V8 49S	All/T	15/32"	INNER	1/4"	38°	.243"	27°	.157"	--		1-LEAN	38°	.243"
	Carb. No. 17059430, 432 Calif.	A/T	9/32"	INNER	1/4"	38°	.243"	27°	.157"	--		1-LEAN	38°	.243"
	17059434, 436 Calif.	A/T	15/32"	INNER	1/4"	38°	.243"	29°	.171"	--		1-LEAN	38°	.243"

PUMP CUP INSTALLATION INSTRUCTIONS

A new pump plunger cup, garter spring (when needed), and an assembly tool is included in this repair kit. Replacing the old pump cup and garter spring with new fuel resistant components and reusing the original pump plunger stem and delayer spring ensures proper height adjustment. Follow the illustrated instructions carefully. **Note: A complete pump plunger assembly may be purchased from your supplier if you prefer, or you have broken button tabs and cannot repair your existing pump plunger assembly.**

Caution: