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.

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ADJUSTMENT DATA TABLE
ROCHESTER CARBURETOR MODELS 2G, 2GC, 2GV

USE WITH 50-494-1

Year	Make			Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1
	ACADIAN											
1970	307" Eng.		A/T	2	27/32"	1 3/4"	1 3/8"	7/64"	1/16"	7/32"	1 ROD DIA	600/450
			M/T	2	27/32"	1 3/4"	1 3/8"	1/8"	1/16"	5/32"	1 ROD DIA	700
	350" Eng.		A/T	2	23/32"	1 3/8"	1 17/32"	13/64"	3/32"	21/64"	1 ROD DIA	600/450
			M/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	9/32"	1 ROD DIA	750/450
	BUICK											
1969	350" Eng.		A/T	2	15/32"	1 7/32"	1 13/32"	5/32" P 9/64" S	5/64"	3/16"	GAUGE NOTCH	600DR
			M/T	2	15/32"	1 7/32"	1 15/32"	3/16"	7/64"	13/64"	GAUGE NOTCH	700
1971	350" Eng.		A/T	2	15/32"	1 7/32"	1 15/32"	5/32" P	5/64"	3/16"	GAUGE NOTCH	600DR
			M/T	2	15/32"	1 7/32"	1 15/32"	9/64" S	5/64"	13/64"	GAUGE NOTCH	800N
1972	350" Eng.		All/T	2	15/32"	1 9/32"	1 15/32"	5/32" P 9/64" S	5/64"	3/16"	GAUGE NOTCH	A/T 650/500 M/T 800/600
1973-74	350" Eng.		A/T	2	15/32"	1 9/32"	1 15/32"	9/64" P 1/8" S	5/64"	3/16"	GAUGE NOTCH	NOTE 2
			M/T	2	15/32"	1 9/32"	1 15/32"	5/32" P 1/8" S	5/64"	13/64"	GAUGE NOTCH	NOTE 2
	455" Eng.		A/T	2	15/32"	1 9/32"	1 15/32"	5/32" P 1/8" S	5/64"	3/16"	GAUGE NOTCH	NOTE 2
1977	305" Eng.		A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.	Altitude	A/T	2	19/32"	1 9/32"	1 17/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	21/32"	1 9/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
		Canada	A/T	2	19/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Federal	A/T	2	19/32"	1 9/32	1 21/32"	5/32"	17/64"	21/64	INDEX	NOTE 2
	CHECKER MOTORS											
1969	327" Eng.		All/T	2	3/4"	1 3/4"	1 13/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T
	350" Eng.	w/Vac Gov		2	3/4"	1 3/4"	1 7/16"	--	--	--	--	NOTE 2
1970	350" Eng.		A/T	2	25/32"	1 11/32"	1 17/32"	13/64"	5/64"	21/64"	1 ROD DIA	NOTE 2
		Calif.	A/T	2	25/32"	1 11/32"	1 17/32"	7/32"	5/64"	21/64"	1 ROD DIA	NOTE 2
		Auto/Choke		2	23/32"	1 3/8"	1 17/32"	13/64"	3/32"	21/64"	1 ROD DIA	NOTE 2
		Hand/Choke		2	27/32"	1 3/8"	1 17/32"	--	--	--	--	NOTE 2
1971	350" Eng.		A/T	2	25/32"	1 5/8"	1 17/32"	11/64"	3/32"	21/64"	NOTE 3	550DR
	Aero Bus	Hand/Choke		2	25/32"	1 3/8"	1 17/32"	--	--	--	--	NOTE 2
1972	350" Eng.		A/T	2	23/32"	1 9/32"	1 1/2"	11/64"	3/32"	21/64"	NOTE 3	600/450
1973	350" Eng.		A/T	2	19/32"	1 9/32	1 7/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
1974	350" Eng.		A/T	2	19/32"	1 9/32"	1 9/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
1975	350" Eng.		A/T	2	11/16"	31/32"	1 5/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2
1976	350" Eng.		A/T	2	11/16"	1 7/32"	1 11/16"	1/8"	1 7/64"	21/64"	1-RICH	NOTE 2
1977-78	350" Eng.		A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
	CHEVROLET											
1969	307" Eng.		All/T	2	27/32"	1 3/4"	1 1/8"	7/64"	1/16"	7/32"	1 ROD DIA	700 M/T 600DR A/T
	350" Eng.		All/T	2	3/4"	1 3/4"	1 13/32"	13/64"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T
	327", 396" Eng.		All/T	2	3/4"	1 3/4"	1 13/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T
	396" Eng.	w/AC	All/T	2	5/8"	1 3/4"	1 13/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T
1970	307" Eng.		A/T	2	27/32"	1 3/4"	1 3/8"	7/64"	1/16"	7/32"	1 ROD DIA	600/450
			M/T	2	27/32"	1 3/4"	1 3/8"	1/8"	1/16"	5/32"	1 ROD DIA	700
		Calif.	A/T	2	27/32"	1 3/4"	1 5/16"	7/64"	1/16"	7/32"	1 ROD DIA	600/450
			M/T	2	27/32"	1 3/4	1 5/16"	1/8"	1/16"	5/32"	1 ROD DIA	700
	350" Eng.		A/T	2	23/32"	1 3/8"	1 17/32	13/64"	3/32"	21/64"	1 ROD DIA	NOTE 2
			M/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	9/32"	1 ROD DIA	NOTE 2
	Carb #704126, 128, 134, 136		A/T	2	25/32"	1 11/32"	1 17/32"	13/64"	5/64"	21/64"	1 ROD DIA	NOTE 2
	Carb #704426, 428, 434, 436	Calif.	A/T	2	25/32"	1 11/32"	1 17/32"	7/32"	5/64"	21/64"	1 ROD DIA	NOTE 2
	400" Eng.		All/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	21/64"	1 ROD DIA	NOTE 2
1971	140" Eng. Vega 2300		All/T	2	9/16"	1 3/4"	1 3/8"	9/64"	5/64"	3/16"	NOTE 3	500 A/T 700 M/T
	307" Eng.		A/T	2	27/32"	1 3/4"	1 13/32"	5/64"	3/64"	13/16"	NOTE 3	550DR
			M/T	2	27/32"	1 3/4"	1 13/32"	7/64"	5/64"	13/16"	NOTE 3	600N
	350" Eng.		A/T	2	25/32"	1 5/8"	1 17/32"	11/64"	3/32"	21/64"	NOTE 3	550DR
			M/T	2	23/32"	1 3/8"	1 17/32"	3/16"	3/32"	21/64"	NOTE 3	600N
	400" Eng.		A/T	2	23/32"	1 3/8	1 17/32"	11/64"	3/32"	21/64"	NOTE 3	550DR
1972	140" Eng. Vega		A/T	2	19/32"	1 7/8"	1 1/16"	3/32"	1/16	7/32"	NOTE 3	NOTE 2
			M/T	2	19/32"	1 7/8"	1 1/16"	7/64"	5/64"	7/32"	NOTE 3	NOTE 2
	307" Eng.		A/T	2	25/32"	1 31/32"	1 5/16"	5/64"	3/64"	7/32"	NOTE 3	600/450
			M/T	2	25/32"	1 31/32"	1 5/16"	7/64"	5/64"	7/32"	NOTE 3	900/450
	350", 400" Eng.		All/T	2	23/32"	1 9/32"	1 1/2"	3/16"	3/32"	21/64"	NOTE 3	A/T 600/450 M/T 900/450

Year	Make			Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1
	CHEVROLET (Cont'd)											
1973	307" Eng.		All/T	2	13/16"	1 9/32"	1 9/32"	5/64"	5/32"	7/32"	NOTE 3	NOTE 2
	350" Eng.		M/T	2	19/32"	1 9/32"	1 1/2"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2
	350", 400" Eng.		A/T	2	19/32"	1 9/32"	1 7/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
1974	350" Eng.		M/T	2	19/32"	1 9/32"	1 21/32"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2
	350", 400" Eng.		A/T	2	19/32"	1 9/32"	1 9/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
	350", 400" Eng. Station Wagon		A/T	2	19/32"	1 9/32"	1 7/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
1975	262" Eng.		All/T	2	19/32"	1 7/32"	1 19/32"	1/8"	3/8"	23/64"	INDEX	NOTE 2
	350" Eng.		All/T	2	11/16"	31/32"	1 5/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2
	Carb #7045408			2	11/16"	1 1/4"	1 5/8"	1/8"	13/32"	21/64"	INDEX	NOTE 2
1976	262" Eng. Monza											
	Carb #17056101, 102, 103, 402			2	17/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
	Carb #17056121, 122, 132			2	11/16"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng.		A/T	2	9/16"	1 5/32"	1 21/32"	9/64"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	9/16"	1 5/32	1 11/16"	1/8	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Monza		A/T	2	17/32"	1 9/32"	1 21/32"	9/64"	17/64"	21/64"	INDEX	NOTE 2
	350" Eng.											
	Carb #17056114			2	11/16"	1 7/32"	1 11/16"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
1976-77	305" Eng.	Canada, w/o Conv.	A/T	2	11/16"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
1977	305" Eng.	Calif.	A/T	2	21/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	1-LEAN	NOTE 2
		Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Monza	Alt.	A/T	2	7/16"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	1-LEAN	NOTE 2
		Federal	M/T	2	7/16"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.	Altitude	A/T	2	19/32"	1 9/32"	1 17/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Calif.	A/T	2	21/32"	1 9/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
		Canada	A/T	2	19/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Monza	Altitude	A/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
		Federal	A/T	2	15/32"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	CHEVROLET/GMC TRUCK											
1969	307" Eng.		All/T	2	27/32"	1 3/4"	1 1/8"	--	--	--	--	NOTE 2
	350" Eng.			2	3/4"	1 3/4"	1 7/16"	--	--	--	--	NOTE 2
1970	307" Eng.		All/T	2	21/32"	1 3/8"	1 3/8"	9/64"	7/64"	21/64"	1 ROD DIA	NOTE 2
		Calif.	All/T	2	21/32"	1 3/8"	1 5/16"	9/64	7/64	21/64"	1 ROD DIA	NOTE 2
	307" Eng.		All/T	2	27/32"	1 3/4"	1 3/8"	1/8"	3/32"	7/32"	1 ROD DIA	NOTE 2
	350" Eng.		All/T	2	23/32"	1 3/8"	17/32"	--	--	--	--	NOTE 2
1970-71	307" Eng.											
	Carb #7040400, 408		All/T	2	21/32"	1 3/8"	1 5/16"	9/64	1/16"	7/32"	1 ROD DIA	NOTE 2
1971	307" Eng.		A/T	2	21/32"	1 3/8"	1 3/8"	5/64"	3/64"	7/32"	NOTE 3	NOTE 2
			M/T	2	21/32"	1 3/8"	1 3/8"	7/64"	5/64"	7/32"	NOTE 3	NOTE 2
	307"		A/T	2	25/32"	1 1/8"	1 17/32"	13/64"	5/64"	21/64"	NOTE 3	NOTE 2
			M/T	2	25/32"	1 1/8"	1 17/32"	7/32"	5/64"	9/32"	NOTE 3	NOTE 2
	350" Eng.	w/Vac Gov		2	23/32"	1 3/8"	1 17/32"	--	--	--	--	NOTE 2
1972	307" Eng.		A/T	2	21/32"	1 9/32"	1 5/16"	5/64"	3/64"	13/64"	NOTE 3	NOTE 2
			M/T	2	21/32"	1 9/32"	1 5/16"	7/64"	5/64"	13/64"	NOTE 3	NOTE 2
	350" Eng.	w/Vac Gov		2	23/32"	1 9/32"	1 1/2"	--	--	--	--	NOTE 2
1973	307" Eng.		All/T	2	13/16"	1 9/32"	1 9/32"	5/64"	5/32"	7/32"	NOTE 3	NOTE 2
	307" Eng.		All/T	2	25/32"	1 9/32"	1 7/16"	11/64"	1/4"	23/64"	NOTE 3	NOTE 2
	350" Eng.	w/Vac Gov		2	23/32"	1 9/32"	1 7/16"	--	--	--	--	NOTE 2
1974	350" Eng.	Auto/Choke	A/T	2	19/32"	1 9/32"	1 9/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
			M/T	2	19/32"	1 9/32"	1 21/32"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2
1974-85	350" Eng.	Hand/Choke, Fed.		2	11/16"	1 9/32"	1 9/16"	--	--	--	--	NOTE 2
		w/Vac Gov, Calif.		2	11/16"	1 9/32"	1 7/16"	--	--	--	--	NOTE 2
		w/Vac Gov, Fed.		2	11/16"	1 9/32"	1 7/16"	--	--	--	--	NOTE 2
1975	350" Eng.		All/T	2	11/16"	1 1/4"	1 5/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2
1976	305" Eng.	Canada	A/T	2	11/16"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
	350" Eng.	Auto/Choke	A/T	2	11/16"	1 9/32"	1 11/16"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
			M/T	2	11/16"	1 9/32"	1 11/16"	1/8"	17/64"	21/64"	INDEX	NOTE 2
1976-77	305" Eng.	2GV	All/T	2	9/16"	1 9/32"	1 21/32"	3/16"	17/64"	21/64"	NOTE 3	NOTE 2
1976-78	350" Eng.	Hand/Choke, Calif.		2	11/16"	1 9/32"	1 9/16"	--	--	--	--	NOTE 2
1977	305" Eng.		A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.		A/T	2	19/32"	1 9/32"	1 17/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		2GV	All/T	2	19/32"	1 9/32"	1 21/32"	3/16"	17/64"	17/64"	NOTE 3	NOTE 2
	350" Eng.	Hand/Choke	All/T	2	11/16"	1 9/32"	1 7/16"	--	--	--	--	NOTE 2
1979	350" Eng.	w/Vac Gov	All/T	2	17/32"	1 9/32"	1 15/32"	--	--	--	--	--

Year	Make		Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1
	CHEVROLET/GMC TRUCK (Cont'd)										
1979-84	350" Eng.	All/T	2	5/8"	1 9/32"	1 21/32"	—	—	—	—	—
1980-82	350" Eng. w/Vac Gov	All/T	2	5/8"	1 9/32"	1 15/32"	—	—	—	—	—
1980-84	350" Eng. Carb #17080129, 17082129	All/T	2	5/8"	1 9/32"	1 21/32"	9/64"	1/4"	1/4"	—	—
1985	350" Eng. Carb #17080126	All/T	2	5/8"	1 9/32"	1 15/32"	—	—	—	—	—
1985-87	350" Eng. Carb #17084433, 17085126, 465	All/T	2	5/8"	1 9/32"	1 21/32"	—	—	—	—	—
1986-87	350" Eng. Carb #17085464, 17086059	All/T	2	5/8"	1 9/32"	1 15/32"	—	—	—	—	—
1988-90	350" Eng. Carb #7044133		2	11/16"	1 9/32"	1 9/16"	—	—	—	—	—
	Carb #17058120		2	11/16"	1 9/32"	1 7/16"	—	—	—	—	—
	DODGE/DODGE TRUCK										
1971	318" Eng.	A/T	2	21/32"	1 3/8"	1 11/32	3/32"	3/64"	9/64"	GAUGE NOTCH	700N
	KAISER-JEEP										
1970	350" Eng.		1	1 3/16"	1 3/4"	1 13/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	NOTE 2
1971	225" Eng.	A/T	1*	1 5/32"	1 7/8"	1 1/16"	—	1/16"	9/64"	INDEX	NOTE 2
		M/T	1*	1 5/32"	1 7/8"	1 1/16"	—	—	—	—	NOTE 2
	350" Eng.	All/T	1	1 3/16"	1 13/16"	1 3/8"	5/32"	5/64"	3/16"	GAUGE NOTCH	NOTE 2
	OLDSMOBILE										
1969	350", 400", 455" Eng.	All/T	2	9/16"	1 3/8"	1 7/16"	3/16"	9/64"	11/64"	INDEX	675 M/T 575 A/T
1970	350", 455" Eng.	A/T	2	9/16"	1 3/8"	1 11/32"	5/32"	9/64"	11/64"	INDEX	575
		M/T	2	9/16"	1 3/8"	1 11/32"	5/32"	9/64"	11/64"	1-LEAN	750 for 350" 675 for 455"
1971	350", 455" Eng.	A/T	2	17/32"	1 3/8"	1 11/32"	7/32"	9/64"	11/64"	INDEX	600DR
		M/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	1-LEAN	750N
1972	350" Eng.	A/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	INDEX	650/600
		M/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	1-LEAN	750/600
1973	350" Eng.	All/T	2	15/32"	1 9/32"	1 11/32"	13/64"	5/32"	1/4"	INDEX	NOTE 2
1977	305" Eng. Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	19/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng. Altitude	A/T	2	19/32"	1 9/32"	1 17/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
	Calif.	A/T	2	21/32"	1 9/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
	Canada	A/T	2	19/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
	Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Omega Calif.	A/T	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
	305" Eng. Starfire Altitude	A/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	Calif.	A/T	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
	Federal	A/T	2	15/32"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	PLYMOUTH										
1971	318" Eng.	A/T	2	21/32"	1 3/8"	1 11/32"	3/32"	3/64"	9/64"	GAUGE NOTCH	700N
	318" Eng. Valiant	A/T	2	21/32"	1 3/8"	1 11/32"	3/64"	3/64"	9/64"	GAUGE NOTCH	700N
	PONTIAC										
1969	350" Eng. Firebird, Tempest	All/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	400" Eng. Firebird, Tempest	A/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
		M/T	2	9/16"	1 3/4"	1 11/32"	11/64"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
1970	350" Eng. Firebird, Tempest	All/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	800 M/T 650DR A.
	Calif.	A/T	2	5/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	650DR
	Canada	A/T	2	23/32"	1 3/8"	1 17/32"	13/64"	3/32"	21/64"	1 ROD DIA	600/450
		All/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	800 M/T 650DR A.
	400" Eng. 2[illegible]0/260 Series, Tempest	A/T	2	11/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	650DR
		M/T	2	11/16"	1 3/4"	1 11/32"	11/64"	3/32"	3/16"	GAUGE NOTCH	800
	400" Eng. [illegible]50/760 Series	M/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	9/32"	1 ROD DIA	750/450
		All/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	21/64"	1 ROD DIA	700 M/T 600/450 A/T
1971	350" Eng. Firebird, Tempest	A/T	2	9/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	600DR
		M/T	2	9/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	800
	400" Eng. Firebird, Tempest	A/T	2	11/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	600DR
	400", 455" Eng.	A/T	2	11/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH	650DR
1972	307" Eng. Ventura	A/T	2	25/32"	1 31/32"	1 5/16"	5/64"	3/64"	7/32"	NOTE 3	600/450
		M/T	2	25/32"	1 31/32"	1 5/16"	3/32"	5/64"	7/32"	NOTE 3	900/450
	350" Eng.	A/T	2	21/32"	1 3/8"	1 5/16"	1/8"	3/32"	13/64"	GAUGE NOTCH	NOTE 2
	350" Eng. Firebird, Tempest, Ventura	A/T	2	11/16"	1 9/32"	1 11/32"	1/8"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	400" Eng. Firebird, Tempest	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	400", 455" Eng.	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	455" Eng. Calif.	A/T	2	21/32"	1 3/8"	1 5/16"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	455" Eng. Firebird, Tempest										
	Carb #7042065	A/T	2	21/32"	1 3/8"	1 5/16"	11/64"	3/32"	3/16"	GAUGE NOTCH	NOTE 2
	Carb #7042076	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH	NOTE 2

*From gasket surface to top of float at toe.

Year	Make			Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1
	PONTIAC (Cont'd)											
1973	350" Eng.		A/T	2	21/32"	1 9/32"	1 5/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2
1973-74	305" Eng. Firebird		A/T	2	21/32"	1 9/32"	1 5/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2
	305" Eng.	Altitude										
	Carb #7043072		A/T	2	23/32"	1 9/32"	1 5/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2
			M/T	2	23/32"	1 9/32"	1 5/16"	13/64"	3/32"	3/16"	1-LEAN	NOTE 2
	305" Eng. Tempest, Ventura		A/T	2	21/32"	1 9/32"	1 5/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2
			M/T	2	23/32"	1 9/32"	1 5/16"	13/64	3/32"	3/16"	1-LEAN	NOTE 2
	400" Eng.		All/T	2	21/32"	1 9/32"	1 11/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2
	Carb #7043060		A/T	2	21/32"	1 9/32"	1 11/32	5/32"	3/32"	3/16"	1-LEAN	NOTE 2
	Carb #7043061	Calif.	A/T	2	21/32"	1 9/32"	1 11/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2
	Carb #7043070	Altitude	A/T	2	23/32"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	1-LEAN	NOTE 2
	Carb #7044065, 066, 067		All/T	2	21/32"	1 9/32"	1 11/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2
977	305" Eng. Ventura	Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.	Altitude	A/T	2	19/32"	1 9/32"	1 17/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Calif.	A/T	2	21/32"	1 9/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
		Canada	A/T	2	19/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
			M/T	2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Sunbird	Altitude	A/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
		Federal	A/T	2	15/32"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2

1971-78 INFORMATION

IDLE LIMITER CAPS: General Motors cars have idle limiter caps that cannot be turned after they are installed. The limiter caps should be broken only in case of carburetor overhaul and when idle mixture adjustment is made, using car manufacturer procedure. Chrysler Corporation cars have idle limiter caps that do have a limited adjustable range. If removed, follow car manufacturer procedure.

IDLE VENT VALVE ADJUSTMENT (CHRYSLER CARS): Place fast idle screw on second step of fast idle cam. Adjust plastic vent valve so that it just closes by turning the screw in plastic valve.

Note 1: Higher R.P.M. - Solenoid Energized Lower R.P.M. - Solenoid De-energized

Note 2: Adjust slow idle mixture, slow and fast idle R.P.M. as outlined on decal in engine compartment.

Note 3: Automatic choke rod adjustment—Hold choke valve wide open. Push downward on rod to end of Travel. To adjust, bend rod at offset.

1971 2GV 1 1/4" models: Top of rod should be even with center of hole in lever.

2GV 1 1/2" models: Top of rod should fit notch in lever.

1972-78 models (except Vega): Rod should fit in bottom of slot in lever.

Vega: Top edge of pin should be even with bottom of hole in lever. To adjust rotate swivel on rod.

1982 TECHLIT CO
Printed in U S A

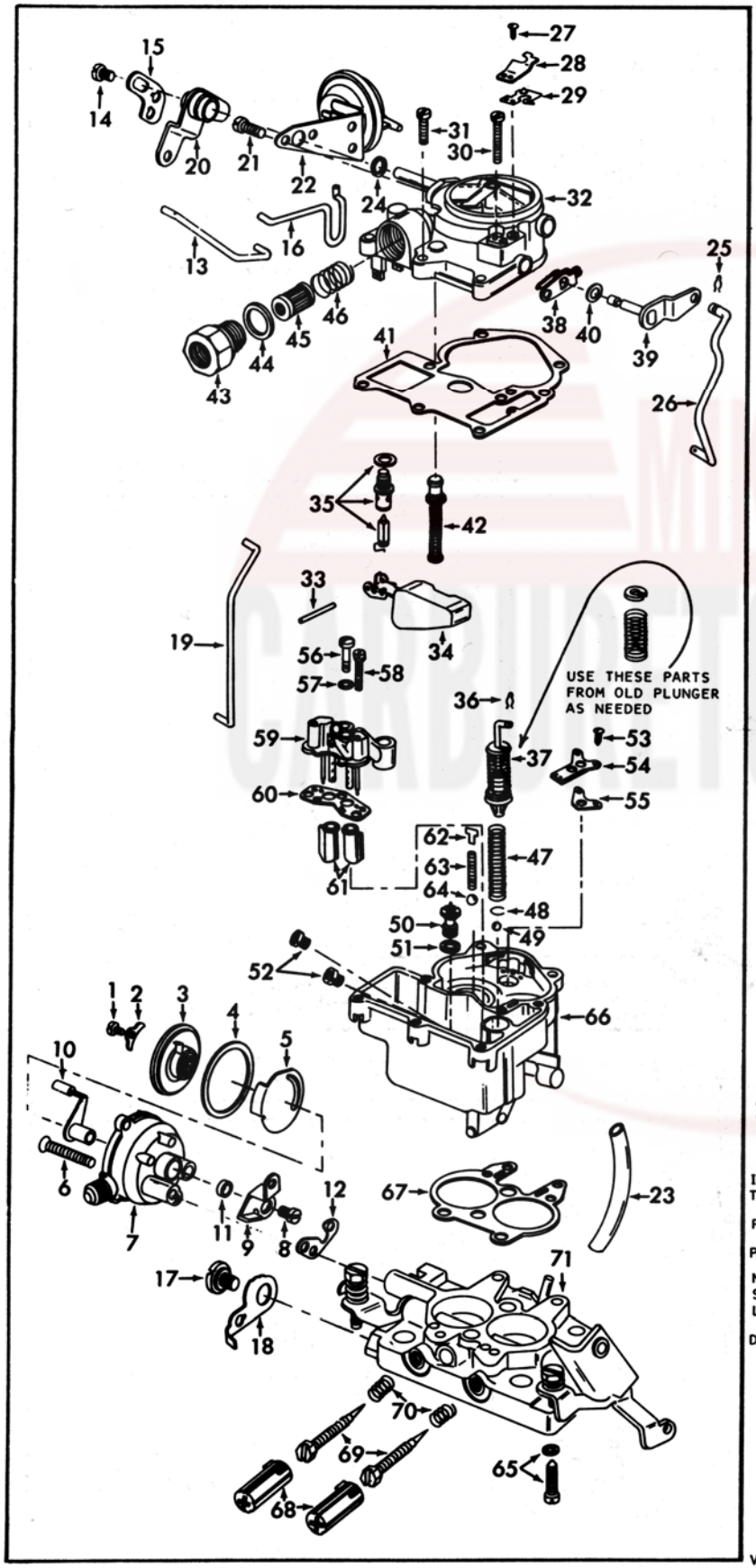
INSTRUCTION SHEET

50-494-1

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.	
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
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 - CHOKE	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

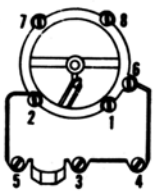
IDLE ADJUSTING NEEDLES (69) - TURN EACH NEEDLE IN LIGHTLY UNTIL SEATED, THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

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

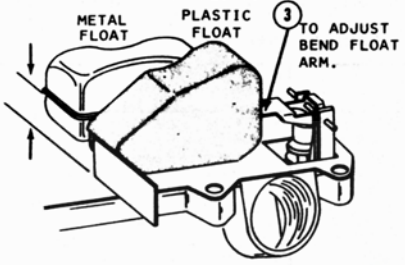
VACUUM BREAK ASSY. - WHERE TWO ARE USED AS (BUICK) ADJ. PRIMARY FIRST, THEN SECONDARY FOLLOWING PROCEDURE IN FIG. 5 & 6

ADJUSTMENTS
SEE DATA TABLE FOR MEASUREMENTS

1. BOWL GASKET IN PLACE, INVERT BOWL COVER.

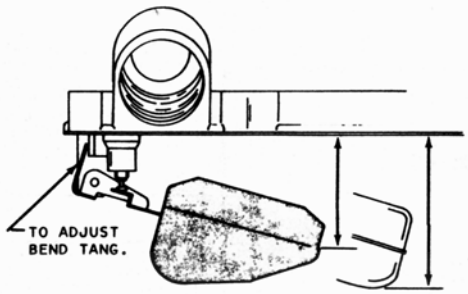
CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

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



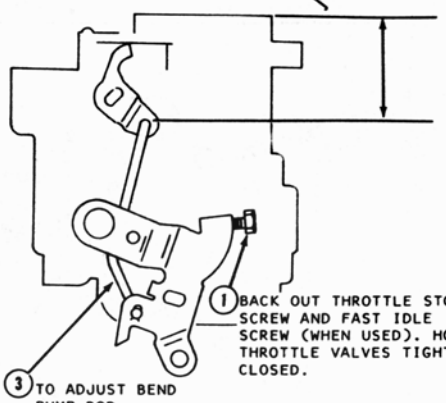
2A. METAL FLOAT MEASURE DISTANCE FROM GASKET TO SHARP EDGE OF FLOAT SEAM AT FREE END OF FLOAT.

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

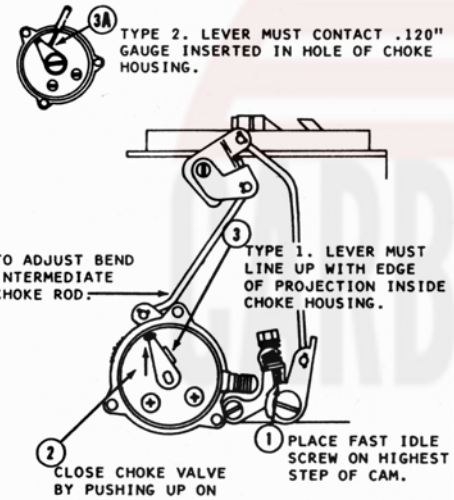


WITH FLOAT HANGING FREELY, MEASURE FROM GASKET SURFACE TO LIP OF PLASTIC FLOAT OR BOTTOM OF METAL FLOAT.

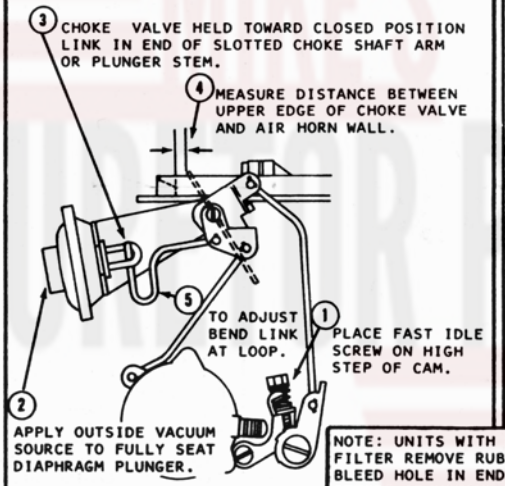
FLOAT DROP ADJUSTMENT FIG. 2



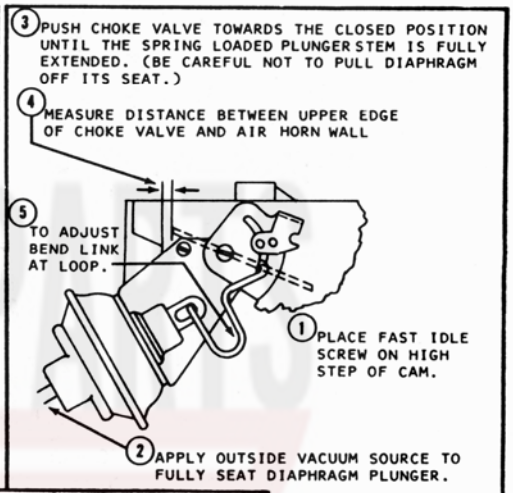
PUMP ROD ADJUSTMENT FIG. 3



INTERMEDIATE CHOKE ROD ADJUSTMENT FIG. 4

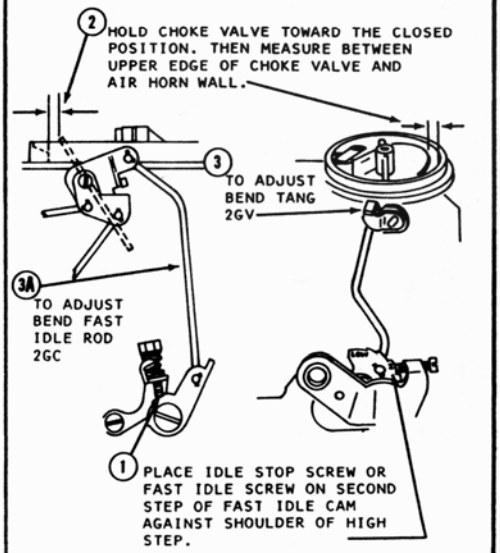


VACUUM BREAK ADJUSTMENT (SOLID PLUNGER STEM) FIG. 5

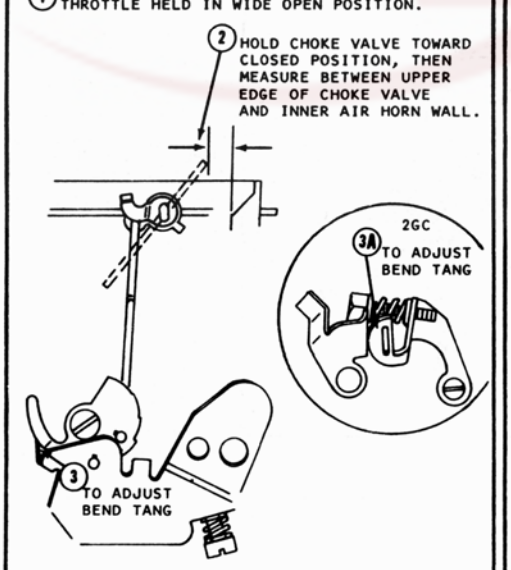


NOTE: UNITS WITH PURGE BLEED HOLE OR PURGE FILTER REMOVE RUBBER COVER AND TAPE SMALL BLEED HOLE IN END COVER OR IN VACUUM TUBE BEFORE ADJUSTING.

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



(FAST IDLE CAM) CHOKE ROD ADJUSTMENT FIG. 7



CHOKE UNLOADER ADJUSTMENT FIG. 8

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

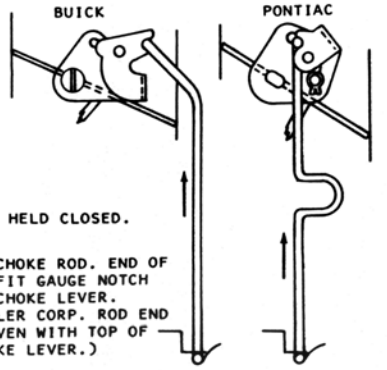
AUTOMATIC CHOKE ADJUSTMENT 2GC FIG. 9

ADJUSTMENTS
SEE DATA TABLE FOR MEASUREMENTS

(3) TO ADJUST BEND ROD AT EXISTING BEND.

BUICK

PONTIAC



(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.)

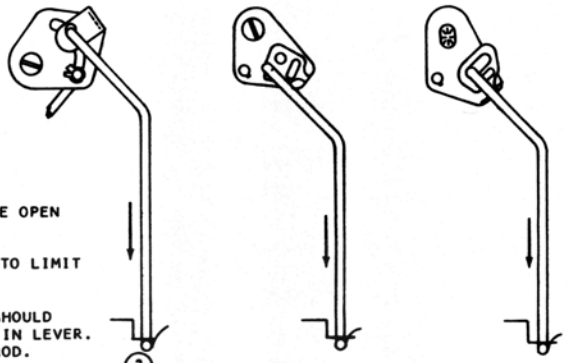
BUICK-JEEP-PONTIAC (CHRYSLER CORP.)

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

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

1971 1 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.

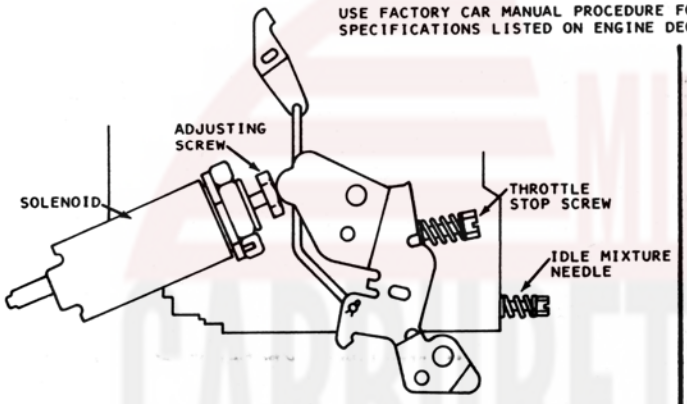
(3) TO ADJUST BEND ROD AT EXISTING BEND.

ON CAR
CHOKE COIL ROD ADJUSTMENTS

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

FIG. 10

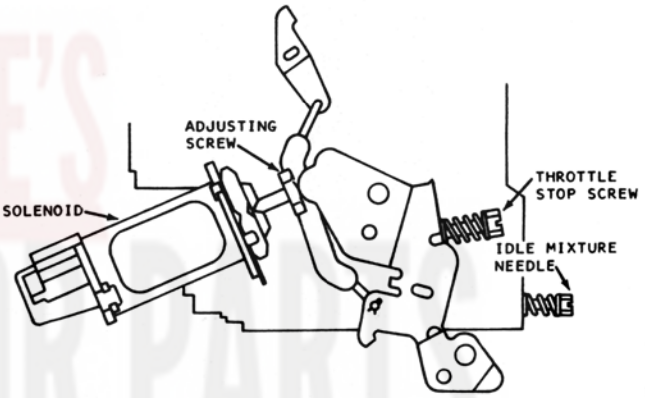
USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.



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.

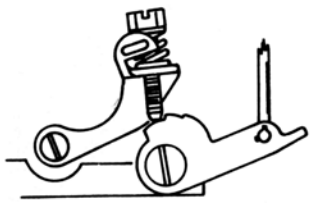
1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
   A. DISCONNECT DISTRIBUTOR VACUUM HOSE AND PLUG.
   B. DISCONNECT FUEL TANK HOSE FROM VAPOR CANISTER.
   C. AUTOMATIC TRANSMISSION IN DRIVE. (WHEELS BLOCKED.)
   D. AIR CONDITION 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



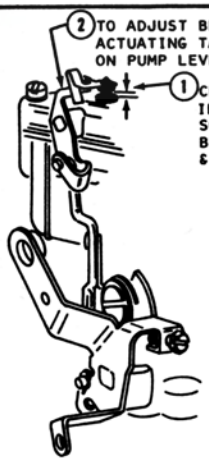
(3) CHRYSLER CORP. PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AND ADJUST TO 1800 R.P.M.

FAST IDLE ADJUSTMENT

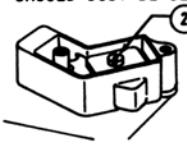
FIG. 12

(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

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: