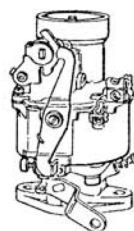


INSTRUCTION SHEET

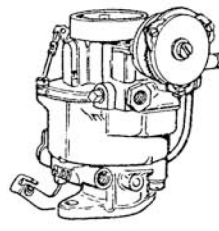
ROCHESTER CARBURETOR - MODELS "B", "BC", "BV"

GENERAL EXPLODED VIEW

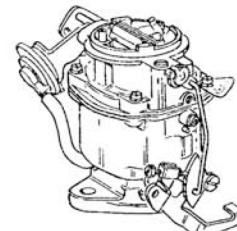
THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



MODEL "B"
HAND CHOKE
TYPE.



MODEL "BC"
AUTOMATIC CHOKE
VACUUM PISTON AND
STAT COVER TYPE.



MODEL "BV"
AUTOMATIC CHOKE
VACUUM BREAK TYPE
WITH IDLE VENT VALVE.

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: AUTOMATIC CHOKE MODELS USUALLY ONLY REQUIRE REMOVAL OF STAT COVER OR VACUUM UNIT. MANUAL CHOKE (NOT SHOWN) REQUIRES NO DISASSEMBLY. CAUTION: IF CHOKE SHAFT REQUIRES REMOVAL, CHOKE VALVE SCREWS ARE STAKED OVER. STAKING MUST BE FILED OFF BEFORE SCREWS ARE TURNED.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-CHOKE ROD (UPPER)	35. GUIDE-PUMP DISCHARGE BALL
2. RETAINER-CHOKE ROD (LOWER)	36. SPRING-PUMP DISCHARGE BALL
3. ROD-CHOKE	37. BALL-PUMP DISCHARGE
4. NUT-CHOKE SUCTION TUBE	38. SCREW & WASHER-THROTTLE BODY TO BOWL
5. SCREW & WASHER-BOWL COVER	39. THROTTLE BODY ASSEMBLY
6. BOWL COVER ASSEMBLY	40. GASKET-BODY FLANGE
7. PIN-FLOAT LEVER HINGE	41. BOWL-FLOAT
8. FLOAT & LEVER ASSEMBLY	42. PACKING-CHOKE SUCTION TUBE
9. NEEDLE, SEAT & GASKET ASSY.	43. NEEDLE-IDLE ADJUSTING
10. SCREW & WASHER-MAIN WELL SUPPORT	44. SPRING-IDLE ADJUSTING NEEDLE
11. SUPPORT ASSY.-MAIN WELL	45. FITTING-FUEL INLET
12. PISTON-POWER	46. GASKET-FUEL INLET FITTING
13. SPRING-POWER PISTON	47. GASKET-FUEL FILTER
14. PLUG-POWER VALVE	48. FILTER-FUEL INLET
15. SPRING-POWER VALVE	49. SPRING-FUEL INLET FILTER
16. BALL-POWER VALVE	50. VALVE-IDLE VENT (BV)
17. JET-MAIN METERING	51. SPRING-IDLE VENT VALVE (BV)
18. SCREEN-MAIN WELL SUPPORT	52. NUT-IDLE VENT VALVE (BV)
19. GASKET-BOWL COVER	53. RETAINER-VACUUM CONTROL ROD (BV)
20. FITTING-FUEL INLET	54. ROD-VACUUM CONTROL (BV)
21. SCREW-STAT COVER	55. SCREW-STAT ROD LEVER (BV)
22. RETAINER-STAT COVER	56. LEVER-STAT ROD (BV)
23. STAT COVER & SPRING ASSY.	57. SCREW-VACUUM CONTROL ATTACHING (BV)
24. GASKET-STAT COVER	58. VACUUM BREAK CONTROL (BV)
25. PLATE-CHOKE BAFFLE	59. HOSE-VACUUM BREAK CONTROL (BV)
26. CHOKE HOUSING	60. O-RING-VACUUM CHANNEL TUBE (PARTIAL-STARTING 1965 MODELS)
27. GASKET CHOKE HOUSING (NOT SHOWN)	
28. RETAINER-PUMP LINK	
29. LINK-PUMP	
30. ROD-PUMP	
31. PUMP PLUNGER	
32. SPRING-PUMP PLUNGER	
33. WASHER-PUMP SPRING	
34. 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) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING 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 ADJUSTMENT. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

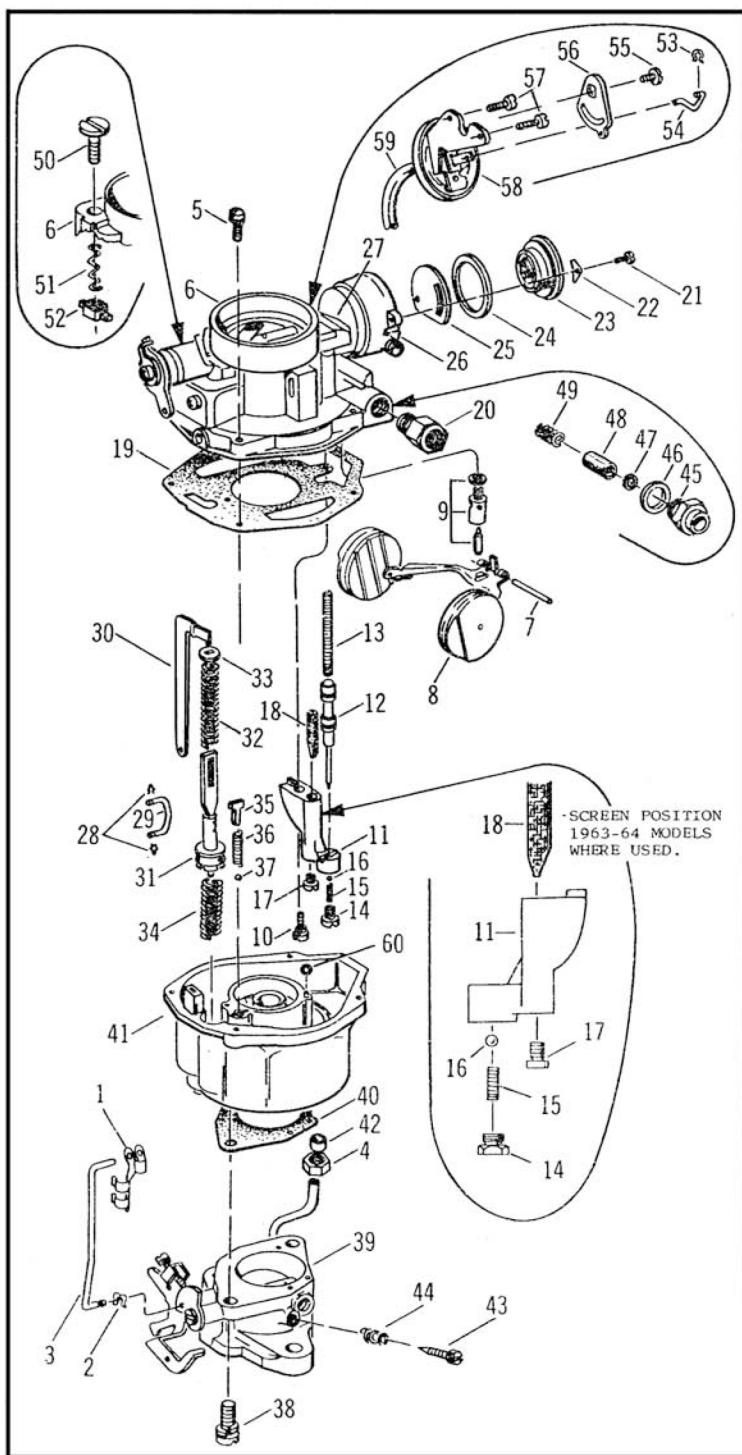
PLUNGER (31) REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

WHEN INSTALLING THE IDLE ADJUSTING NEEDLE, LIGHTLY BOTTOM THEN BACK OUT 1 1/2 TURNS.

WHEN INSTALLING MAIN WELL SUPPORT NO. 11, MAKE CERTAIN THE POWER PISTON NO. 12 MOVES FREELY IN VACUUM CYLINDER AND OPENS POWER VALVE BALL CHECK NO. 16.

PUMP ROD SETTING

MODEL "B" - 1963 PONTIAC TEMPEST L-4 OUTER HOLE
MODEL "BC" - 1963 PONTIAC TEMPEST L-4 INNER HOLE



SPECIAL INSTRUCTIONS

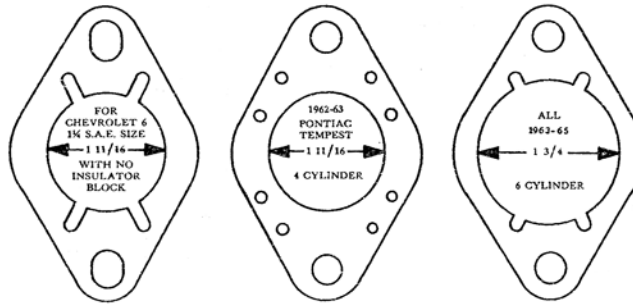
"BV" VARIATIONS ON CHOKE ROD SETTING. (SEE FIG. 5, PAGE 3)

LEANER SETTING CAN BE MADE BY HAVING THE ROD SLIDE FREELY INTO THE HOLE.
RICHER SETTING. EQUIVALENT TO 2 NOTCHES RICH. CAN BE MADE BY HAVING THE ROD END 2 ROD DIAMETERS ABOVE THE HOLE.

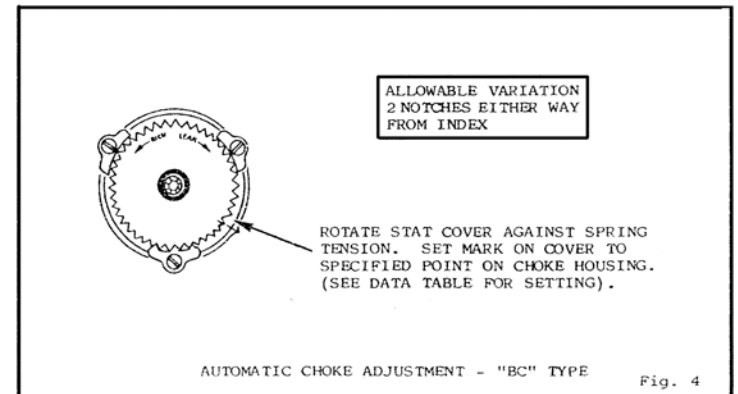
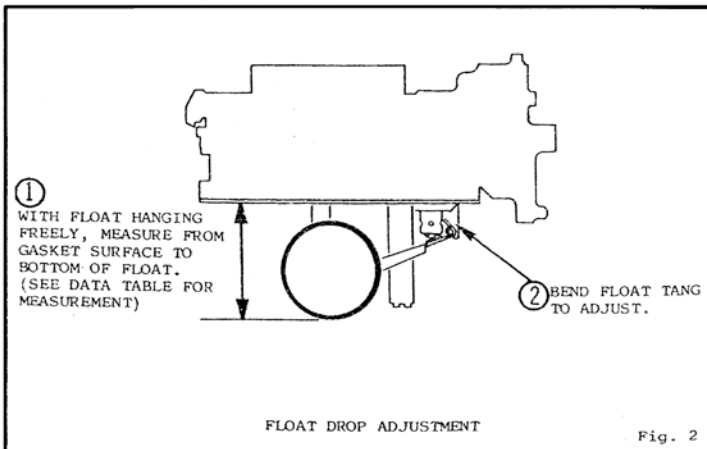
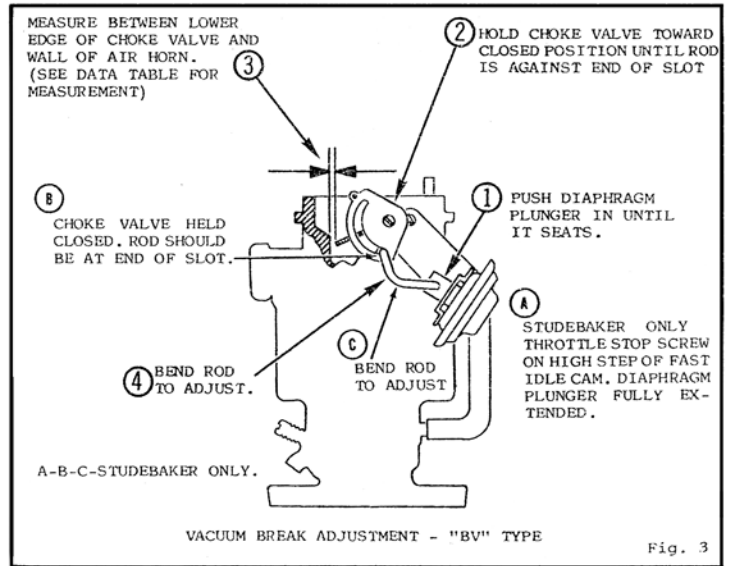
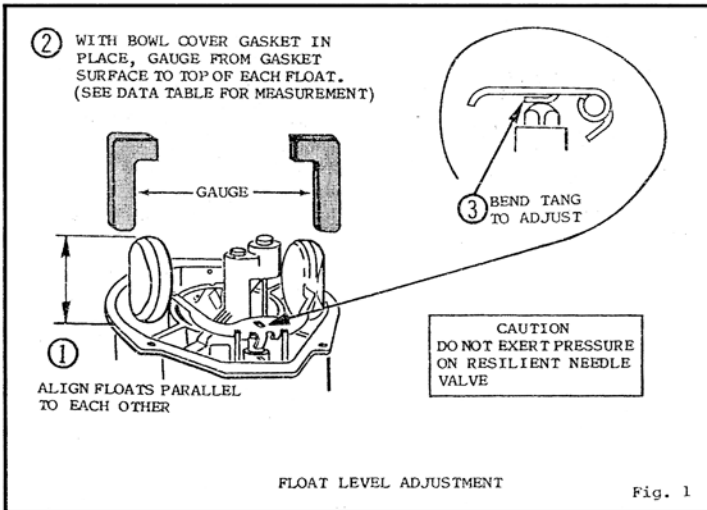
NOTE: AFTER MAKING ANY CHANGES IN CHOKE ROD LENGTH, CHECK FOR FREE OPERATION, AS INTERFERENCE MAY EXIST AT THE MANIFOLD END OF THE ROD. MAKE SURE THAT IT IS POSSIBLE FOR THE CHOKE VALVE TO FULLY CLOSE AT THE NEW SETTING.

FLANGE GASKET DATA

MEASURE STUD CENTERS TO IDENTIFY S.A.E. SIZE
 2 11/16" STUD CENTERS = 1 1/4" S.A.E. FLANGE SIZE
 2 15/16" STUD CENTERS = 1 1/2" S.A.E. FLANGE SIZE
 CHEVROLET 6 CYL. (ALSO PONTIAC 6-CANADA) WITH HEAT INSULATOR BLOCK DOES NOT REQUIRE A FLANGE GASKET.



ADJUSTMENTS



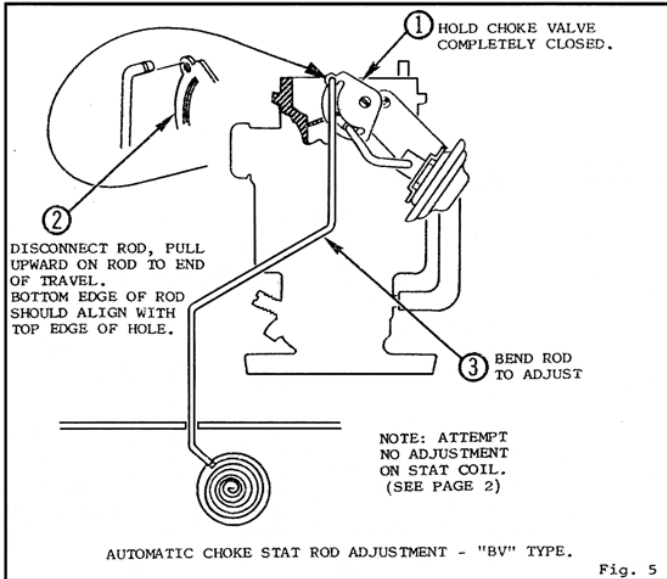


Fig. 5

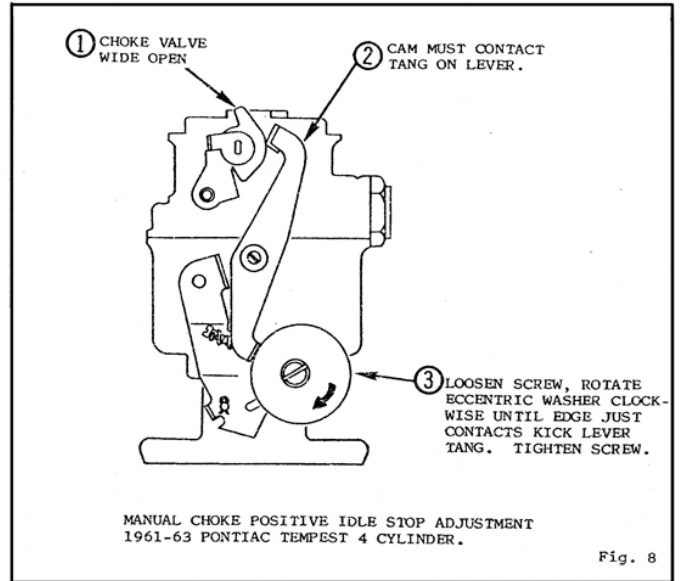


Fig. 8

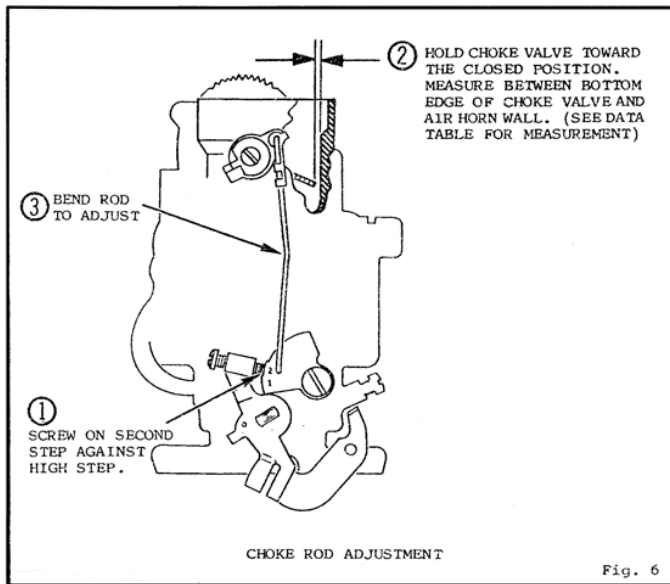


Fig. 6

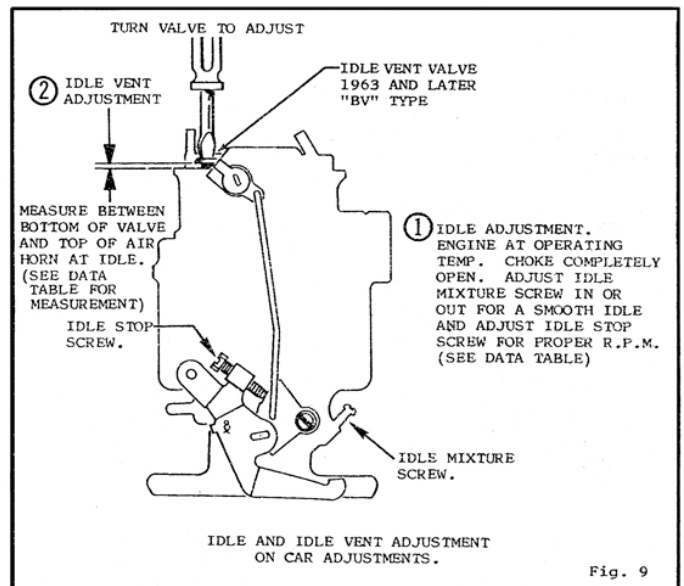


Fig. 9

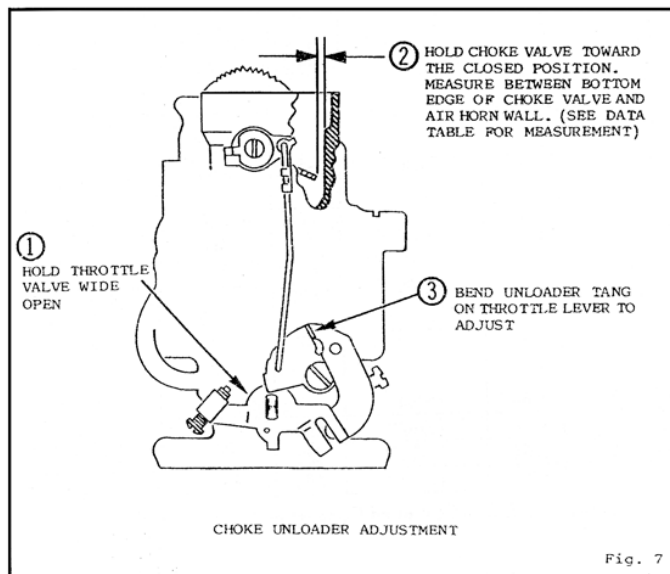


Fig. 7

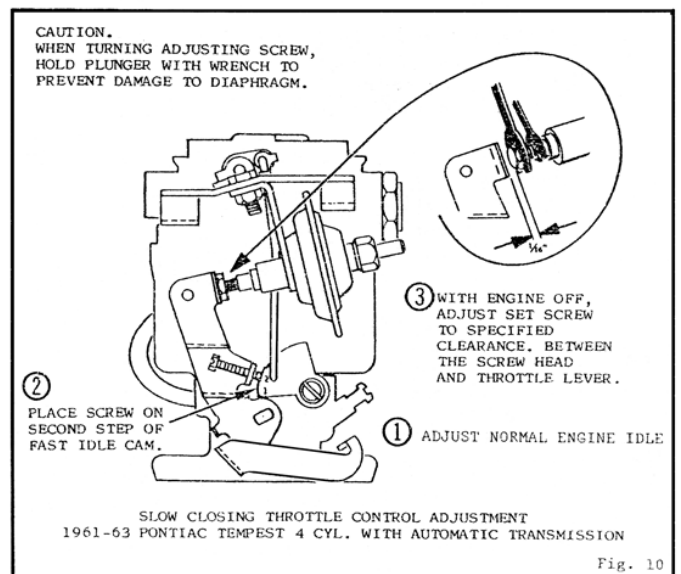


Fig. 10

ADJUSTMENT DATA TABLE

Year	Make	Carb. Model	Float Level	Float Drop	Vac. Break	Automatic Choke	Choke Rod	Unloader	Idle Speed-R. P. M.		Idle Vent
									S/T	A/T-Dr.	
1963-64	Acadian 6 Cyl. - 194" Eng.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	1/16"	11/32"	450	500	3/64"
1965-67	Acadian 6 Cyl. - 194"-230"-250" Eng.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	7/64" 3/32"	11/32"	475	450	3/64"
1967	Beaumont 6 Cyl. - 230"-250" Eng.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	7/64" 3/32"	11/32"	475	450	3/64"
1964-65	Buick Special	BC	1-9/32"	1-7/8"	-	Index	5/64"	5/16"	600	600	-
1964-65	Checker Cab	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	1/16"	23/64"	500	500	3/64"
1966	Checker Cab S/T	BV	1-9/32"	1-3/4"	9/64"	See Fig. 5	3/32"	23/64"	500	500	3/64"
1932-67	Chevrolet & Truck All	B	1-9/32"	1-3/4"	-	-	-	-	500	450	3/64"-1/16"
1932-53	Chevrolet	BC	1-9/32"	1-3/4"	-	Index	5/64"	5/32" 15/64"-53S/T	500	450	-
1954-56	Chevrolet	BC	1-9/32"	1-3/4"	-	S/T Index A/T-2-N-Leon	5/64"	15/64"	500	450	-
1957	Chevrolet	BC	1-9/32"	1-3/4"	-	3-N-Lean	5/64"	15/64"	500	450	-
1958	Chevrolet	BC	1-9/32"	1-3/4"	-	A/T Index S/T-1-N-Rich	5/64"	15/64"	500	450	-
1959-61	Chevrolet	BC	1-9/32"	1-3/4"	-	S/T-1-N-Rich A/T-2-N-Rich	3/64"	15/64"	500	450	-
1962	Chevrolet - 235", 153" & 194" Eng.	BC	1-9/32"	1-3/4"	-	Index	3/64"	15/64"	500 600 - 194" Eng.	500	-
1963-64	Chevrolet 230" Eng.	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	1/16"	11/32"	500	500	3/64"
1963-64	Chevy II Chevelle 194" Eng.	BV	1-9/32"	1-3/4"	S/T-5/32" A/T-9/64"	See Fig. 5	1/16"	11/32"	450	500	3/64"
1964	Chevelle 230" Eng.	BV	1-9/32"	1-3/4"	17/64"	See Fig. 5	3/32"	11/32"	500	500	1/16"
1965-67	Chevrolet - Chevelle Chevy II - Camaro 194"-230" & 250" Eng.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	7/64" 3/32"	11/32"	475	450	3/64"
1965	Chevrolet - 230" Eng. Opt. Equip. Small Venturi	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	1/16"	11/32"	475	450	3/64"
1964-67	GMC Truck	B	1-9/32"	1-3/4"	-	-	-	-	500	-	3/64"
1966	Kaiser-Jeep	BC	1-9/32"	1-3/4"	-	Index	5/64"	5/16"	600	-	-
All	Kiekhaefer Marine	B-BC	1-9/32"	1-3/4"	-	Index	-	15/64"	550	-	-
1964-65	Oldsmobile	BC	1-9/32"	1-7/8"	-	Index	5/64"	5/16"	600	600	-
1966-67	Oldsmobile F-85 6 cyl.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	7/64" 3/32"	11/32"	500	500	5/64"
All	Outboard Marine	BC	1-9/32"	1-3/4"	-	Index	-	15/64"	550	-	-
1941-52	Pontiac	BC	1-9/32"	1-3/4"	-	Index	1/16"	15/64"	500	400	-
1955-56	Pontiac (Canada)	BC	1-9/32"	1-3/4"	-	Index	5/64"	15/64"	500	450	-
1957-58	Pontiac (Canada)	BC	1-9/32"	1-3/4"	-	1-N-Lean	5/64"	15/64"	500	450	-
1959-62	Pontiac (Canada)	BC	1-9/32"	1-3/4"	-	Index	5/64"	15/64"	500	450	-
1963-64	Pontiac (Canada) 230" Eng.	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	1/16"	23/64"	450	500	3/64"
1963-64	Pontiac (Canada) 230" Eng. Opt. Equip. Sm. Venturi	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	3/64"	15/64"	450	500	3/64"
1965-67	Pontiac (Canada) 230" Eng. 250" Eng.	BV	1-9/32"	1-3/4"	S/T 5/32" A/T 9/64"	See Fig. 5	7/64" 3/32"	11/32"	475	450	3/64"
1965	Pontiac (Canada) 230" Eng. Opt. Equip. Small Venturi	BV	1-9/32"	1-3/4"	5/32"	See Fig. 5	1/16"	11/32"	475	450	3/64"
1961-63	Pontiac Tempest L-4	B	1-9/32"	1-3/4"	-	-	-	-	700	600	-
1961-63	Pontiac Tempest L-4	BC	1-9/32"	1-3/4"	-	Index	5/64"	5/32"	700	600	-
1964	Pontiac Tempest - 6 Cyl.	BV	1-9/32"	1-3/4"	9/64"	See Fig. 5	1/16"	15/64"	600	500	3/64"
1965-66	Pontiac Tempest - 6 Cyl. 215"-230" Eng.	BV	1-9/32"	1-7/8"	S/T 11/64" A/T 9/64"	See Fig. 5	1/16"	15/64"	600	500	3/64"
1967	Pontiac Tempest - 6 Cyl. 230" Eng. & w/A.I.R.	BV	1-5/16"	1-7/8"	S/T 11/64" A/T 5/32"	See Fig. 5	1/16"	15/64"	650	550	3/64"
1968	Tempest & Firebird 250" Eng. C.C.S. A/T	BV	1-9/32"	1-7/8"	5/32"	See Fig. 5	5/64"	15/64"	See Note 1		3/64"
All	Revley Marine	BC	1-9/32"	1-3/4"	-	Index	3/64"	15/64"	600	-	-
1965-66	Studebaker 194"-230" Eng.	BV	1-9/32"	1-3/4"	Fig. 3	See Fig. 5	3/64"	11/32"	525	500	3/64"
1964	Universal Motors (Marine)	BC	1-9/32"	1-3/4"	-	Index	3/64"	15/64"	600	-	-

ABBREVIATIONS - S/T = Standard Transmission, A/T = Automatic Transmission, Dr. = In-Drive, C.C.S. = Controlled Combustion System.

NOTE 1. Adjust Slow Idle Mixture
Slow and Fast Idle R.P.M. as outlined on Decal in Engine Compartment.