

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3517-1

ROCHESTER CARBURETOR

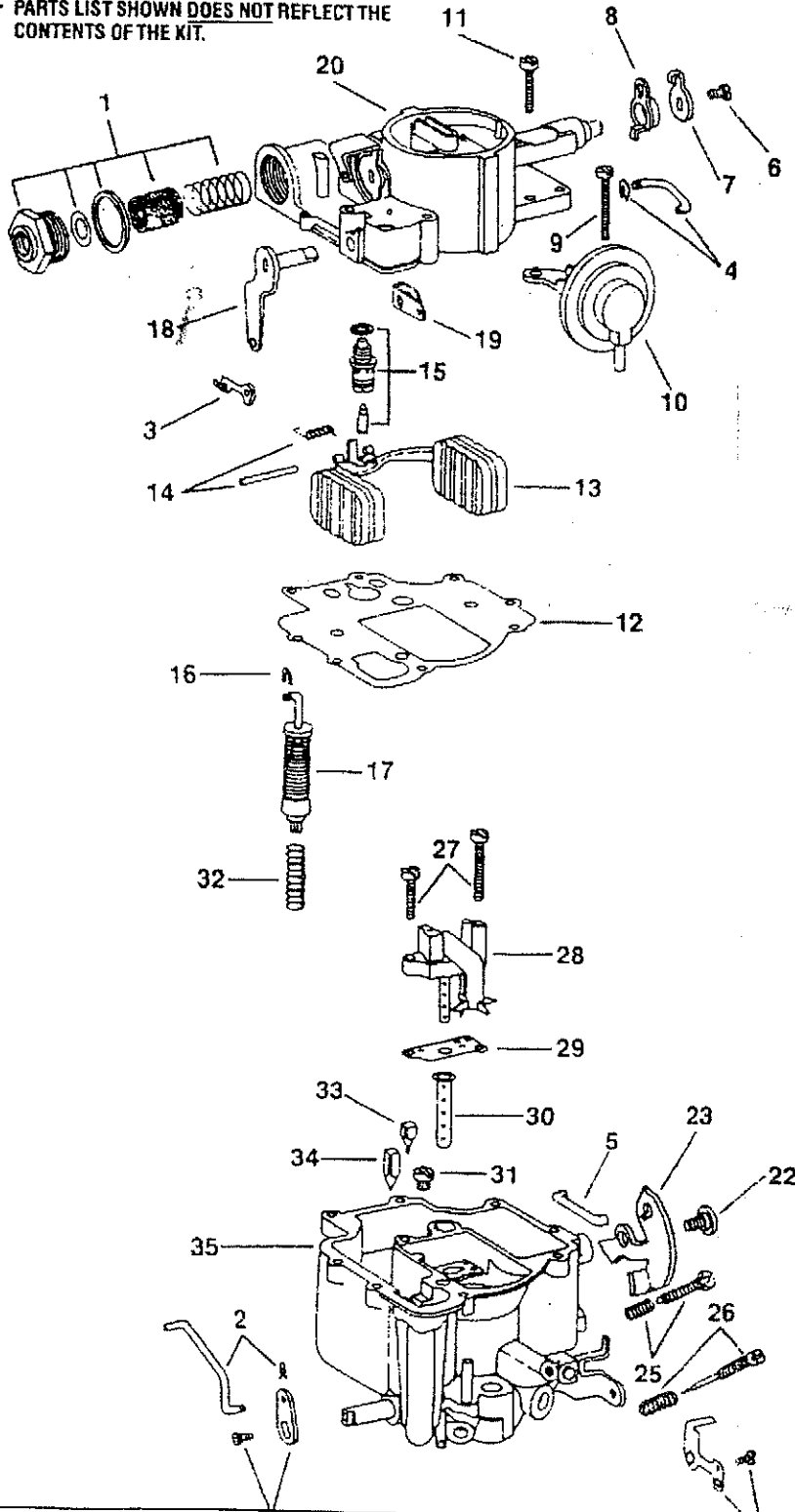
1 BARREL—Model H, HV

Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.

The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown **DOES NOT** reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

⚠ PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.



CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

1. Fuel inlet fitting & filter
2. Pump rod & retainer
3. Retainer, pump rod (upper)
4. Vacuum control rod & filter
5. Choke rod
6. Screw, trip lever
7. Trip lever assembly
8. Choke lever assembly
9. Screw, air horn (long)
10. Vacuum break control assembly
11. Screw, air horn (short)
12. Gasket, air horn
13. Float assembly
14. Pin & spring, float hinge
15. Needle & seat assembly
16. Retainer, pump plunger
17. Accelerator pump assembly
18. Pump shaft & lever assembly
19. Pump lever (inside)
20. Air horn assembly
21. Screw & lever, pump actuating
22. Screw, fast idle cam
23. Fast idle cam assembly
24. Idle vent valve & screw
25. Slow idle adjusting screw & spring
26. Idle mixture adjusting screw & spring
27. Screws, venturi cluster
28. Venturi cluster assembly
29. Gasket, venturi cluster
30. Tube, main well
31. Jet, main metering
32. Spring, pump return
33. Power valve
34. Valve, pump discharge
35. Main body assembly

REMOVAL & INSTALLATION NOTES

- Cover opening on intake manifold after carburetor is removed.
- Exercise care when handling main body. Loose parts such as spring (32), power valve (33) and valve (34) may fall out.
- Before removing slow idle adjusting screw (25), and idle mixture adjusting screw (26), turn in until lightly seated, counting number of turns. Record for proper installation.
- Install parts and components in reverse order of removal.
- When installing accelerator pump (17), make sure plunger is pointing towards the air horn outer edge.
- When installing pump discharge valve (34), be sure tapered end is pointing down.
- When installing slow idle adjusting screw (25), and idle mixture adjusting screw (26), turn in until lightly seated, then back out number of turns recorded earlier.
- Refer to service manual for carburetor idle synchronization and 4-carburetor installation linkage adjustment.

ADJUSTMENT DATA

FIG. 1 FLOAT LEVEL ADJUSTMENT

- Invert air horn assembly. With gasket in place.
- Measure distance between bottom of each float and gasket.
- To adjust, bend tang as shown.
- Check that both floats are aligned properly.

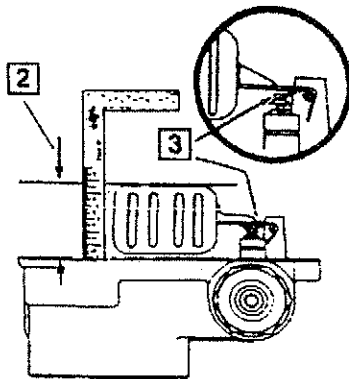


FIG. 2 FLOAT LEVEL ADJUSTMENT

- Hold air horn assembly right side up with gasket in place. Allow float to hang free.
 - Measure distance between bottom of each float at toe and gasket.
 - To adjust, bend tang as shown.
- NOTE: Needle valve must not wedge at maximum drop.

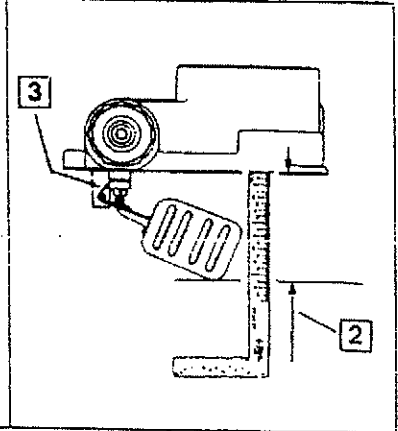


FIG. 3 PUMP ROD ADJUSTMENT

- Back out idle speed screw.
 - Open throttle valve fully.
 - Align index mark on lever with sharp edge on casting.
 - If adjustment is needed, bend rod as shown.
- NOTE: On power glide applications using a two hole power pump lever, setting should be made with pump rod in the outer hole. Return to inner hole for proper operation.

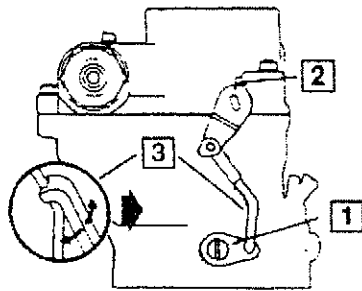


FIG. 4 IDLE VENT VALVE ADJUSTMENT

- Open throttle valve until vent valve just starts to open.
- Measure distance between edge of throttle valve and bore opposite idle needle, using a gauge or drill bit.
- To adjust, bend tang on throttle lever.

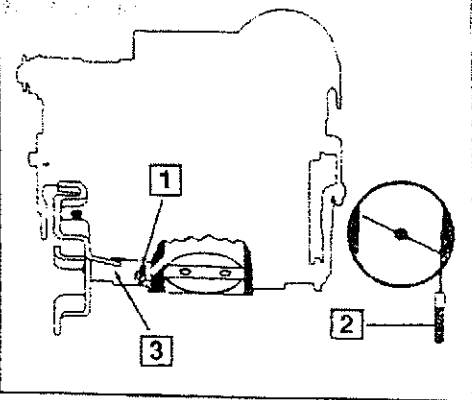


FIG. 5 FAST IDLE ADJUSTMENT (MANUAL CHOKE)

- Set idle to specified RPM. Maintain choke valve wide open.
- Measure distance between end of screw and throttle lever tang.
- To adjust, turn fast idle screw as necessary.

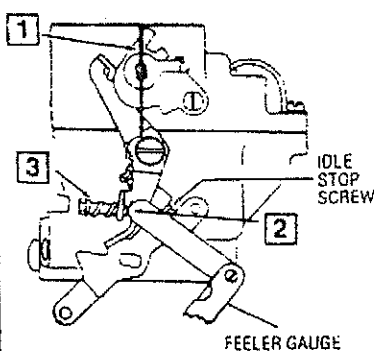
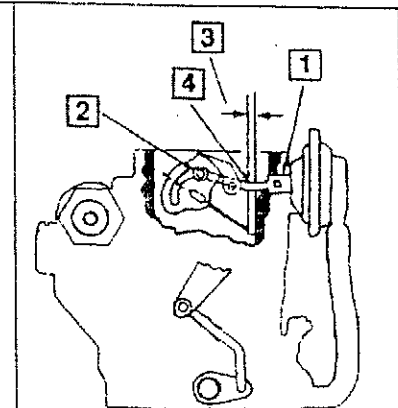


FIG. 6 VACUUM BREAK ADJUSTMENT

- Fully seat diaphragm plunger using an outside vacuum source.
- Close choke valve until rod is at end of slot.
- Measure distance between lower edge of choke valve and air horn wall using a gauge or drill bit.
- To adjust, bend rod at elbow.



ADJUSTMENT DATA (Cont'd)

**FIG. 7
CHOKE ROD
ADJUSTMENT
(FAST IDLE CAM)**

- Place fast idle tang on second step of fast idle cam next to high step.
- Close choke valve so that trip lever contacts choke tang on lever.
- Measure distance between lower edge of choke valve and air horn wall using a gauge or drill bit.
- To adjust, bend tang as shown.

**FIG. 8
UNLOADER
ADJUSTMENT**

- Hold throttle valve wide open.
- Measure distance between lower edge of choke valve and air horn wall using a gauge or drill bit.
- To adjust, bend tang on throttle lever.

**FIG. 9
FAST IDLE
ADJUSTMENT
(AUTOMATIC CHOKE)**

- Set engine idle to specified speed.
- Place fast idle tang on second step of fast idle cam next to high step.
- Measure distance between idle screw and throttle lever using a gauge or drill bit. (Gauge should just fit).
- To adjust, bend fast idle tang up or down as necessary.

SPECIFICATION CHART

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Idle Vent Valve Fig. 4	Fast Idle Fig. 5 or 9	Vacuum Break Fig. 6	Choke Rod Fig. 7	Unloader Fig. 8	Choke Setting
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AQUANAUTICS MARINE

	164 Eng. -6 Cylinder	1-1/16	1-13/16	Index	—	.075	.190	.190	.325	1
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CHEVROLET

1969-68	Primary Carb. 7028005 Secondary Carb. 7027026	1-1/16 1-1/16	1-13/16 1-13/16	Index Index	.015 —	— —	.190 —	.190 —	.500 —	1 —
1967-66	140, 145, 164 Eng.	1-1/16	1-13/16	Index ²	.015	—	.190	.190	.325	1
1965-64	140, 145, 164 Eng. -Exc. Carb. No. 7025226, 227	1-1/16 1-1/16	1-13/16 1-13/16	Index Index	.015 —	.075 —	.190 —	.190 —	.325 —	1 —
1963	140, 145, 164 Eng.	1-3/16	1-3/4	Index	—	1	.160	.170	.245	1
1962	140, 145, 164 Eng.	1-7/32	1-3/4	Index	—	1	.160	.160	.245	1
1961-60	140, 145, 164 Eng.	1-7/32	1-3/4	Index	—	1	—	—	—	—

INBOARD MARINE

	164 Eng. -6 Cylinder	1-3/16	1-3/4	Index	—	—	.160	.170	.245	1
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FOOTNOTES:

- Bottom of rod even with top of hole.
- Pump rod should be straight on A.I.R. units.
- Automatic Transmission set .055";
Manual Transmission set .050".
- 1961 models with manual choke set .045".

ABBREVIATIONS:

- A/T - Automatic Transmission
Exc. - Except
M/T - Manual Transmission