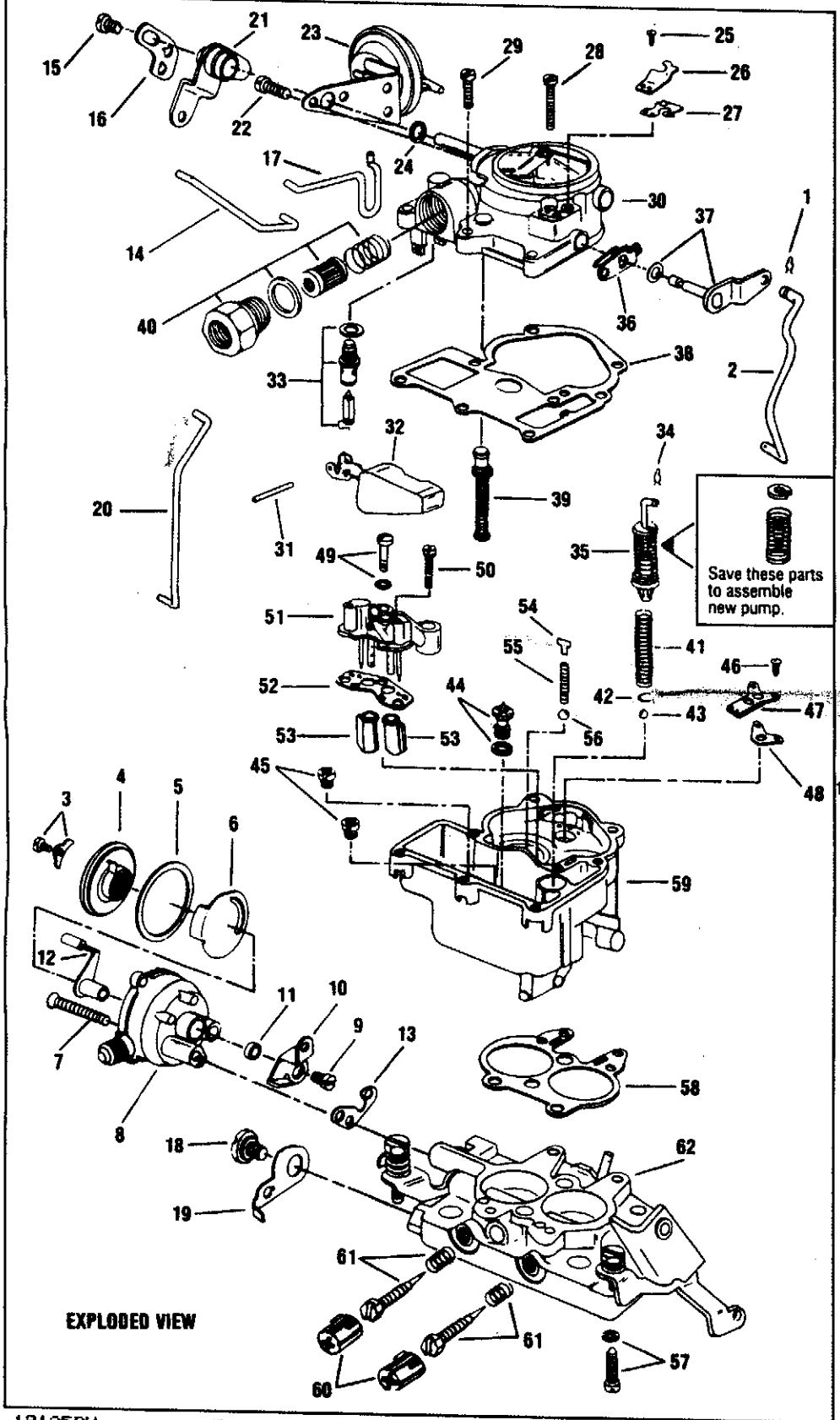
FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

GF3818-5

TO REPAIR

ROCHESTER CARBURETOR

2 BARREL --- Models 2G, 2GC, 2GE, 2GV



1. **Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.**
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled. See page 2 for additional view.
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.

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.

REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. For easy removal of power piston assy. (39), first file off staking around washer in air horn casting.
3. To remove pump plunger assy. (35) on late models, twist offset end with small pliers until it breaks. Replacement pump has a retaining clip.
4. Before removing idle mixture adjusting screw (61), turn in until lightly seated counting number of turns. Record for proper installation.
5. Install parts and components in reverse order of removal.
6. When installing power piston (39), lightly stake air horn casting around washer.
7. IMPORTANT: When two washers are supplied for needle & seat, use thin washer first, if float level is extremely low, replace with thicker washer.
8. Install dust seals (11), (24) with lip facing outward.
9. When installing idle mix. adjusting screw (61), turn in until lightly seated, then back out number of turns recorded earlier.
10. On models with two vacuum break assy., adjust primary first. See procedure FIG. 7.

PARTS LIST

1. COTTER, PIN
2. ROD, PUMP
3. SCREW & RETAINER, CHOKE COVER (3)
4. THERMOSTATIC COIL & COVER ASSY.
5. GASKET, COVER
6. PLATE, CHOKE BAFFLE
7. SCREW, CHOKE HOUSING (2)
8. CHOKE HOUSING ASSY.
9. SCREW, LEVER
10. LEVER, INTERMEDIATE CHOKE
11. SEAL, INTER. CHOKE SHAFT
12. SHAFT ASSY. INTER. CHOKE
13. GASKET, CHOKE HOUSING
14. ROD, INTER. CHOKE
15. SCREW, LEVER
16. LEVER, CHOKE
17. LINK, VACUUM BREAK
18. SCREW, FAST IDLE CAM
19. CAM, FAST IDLE
20. ROD, CHOKE
21. LEVER ASSY., CAM
22. SCREW, VACUUM BREAK (2)
23. VACUUM BREAK ASSY.
24. SEAL, CHOKE SHAFT *
25. SCREW, VENT VALVE *
26. COVER, VENT VALVE *
27. VALVE, BOWL VENT *
28. SCREW, AIR HORN (LONG)
29. SCREW, AIR HORN (7)
30. AIR HORN ASSY.
31. PIN, FLOAT HINGE
32. FLOAT ASSY.
33. NEEDLE & SEAT ASSY.
34. COTTER PIN
35. PUMP PLUNGER ASSY.
36. LEVER, INNER PUMP
37. LEVER & SHAFT ASSY., PUMP
38. GASKET, AIR HORN
39. POWER PISTON ASSY.
40. FITTING & FILTER, FUEL INLET
41. SPRING, PUMP RETURN
42. RETAINER, CHECK BALL *
43. BALL, PUMP INTAKE CHECK
44. POWER VALVE ASSY.
45. JETS, MAIN
46. SCREW, IDLE COMP. VALVE *
47. VALVE, IDLE COMPENSATOR *
48. GASKET, IDLE COMP. VALVE *
49. SCREW & WASHER, CENTER
50. SCREW, VENTURI CLUSTER (2)
51. VENTURI CLUSTER ASSY.
52. GASKET, VENTURI
53. TUBE, MAIN WELL *
54. GUIDE, PUMP DISCH. BALL
55. SPRING, PUMP DISCH. BALL
56. BALL, PUMP DISCHARGE
57. SCREW, THROTTLE BODY
58. GASKET, THROTTLE BODY
59. MAIN BODY ASSY.
60. CAP, LIMITER *
61. SCREW & SPRING, IDLE MIX. ADJ.
62. THROTTLE BODY ASSY.

* Some Models.

19125BH
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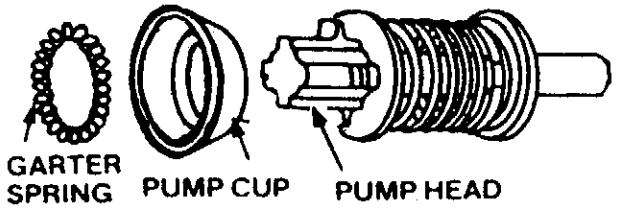
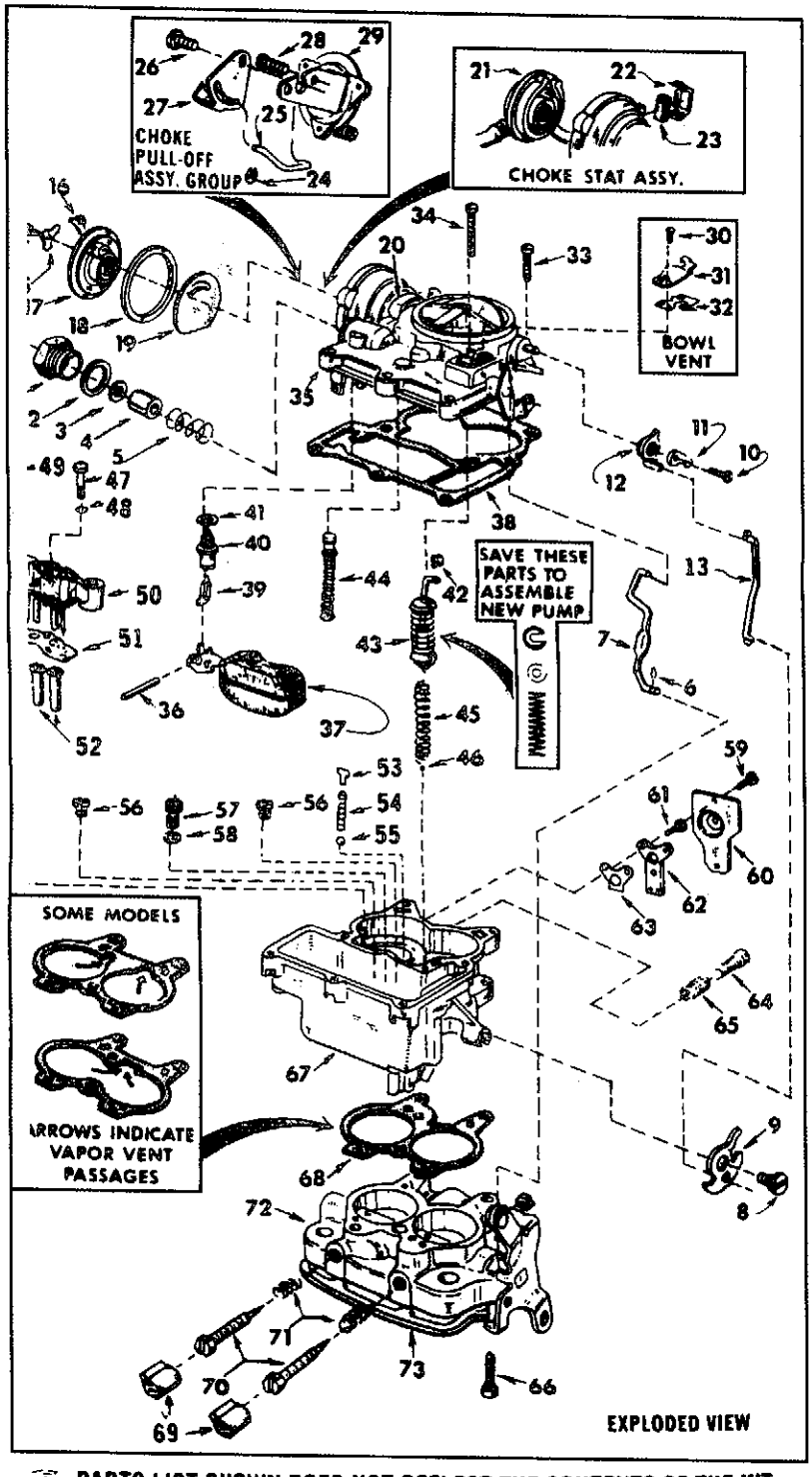
PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.

KITS WITH PUMP CUP ONLY

Remove old cup with garter spring (if used) from pump head. Install new cup (with new garter spring if used) in same position on pump.



1. The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
2. Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
3. Parts list shown DOES NOT reflect the contents of the kit.
4. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.
5. Exploded view page 1 choke housing (8) is on throttle body (62), page 2 choke housing (20) is on air horn assembly (35).



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

DISASSEMBLY - ASSEMBLY HIGHLIGHTS

1. UPON DISASSEMBLY, MARK LOCATION & NOTE POSITION OF ALL SPRINGS WHICH HAVE TO BE REMOVED.
2. RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES.
3. SOME MODELS: REMOVE LIMITER CAPS (69) BY TURNING IN #8 SHEET METAL SCREW IN CENTER OF CROSS SLOTS FORCING LIMITER CAPS OFF.
4. WHEN REMOVING MIXTURE SCREWS (70) MARK POSITION, TURN IN UNTIL LIGHTLY SEATED, COUNTING NUMBER OF TURNS, TURN OUT TO INDEX MARK, RECORD NUMBER OF TURNS FOR RE-ASSEMBLY AND THEN REMOVE. IF MIXTURE SCREWS WERE REMOVED WITHOUT INDEXING, TURN IN UNTIL LIGHTLY SEATED, TURN OUT TWO TURNS.
5. COVER OPENING ON INTAKE MANIFOLD AFTER CARBURETOR IS REMOVED.
6. TO PREVENT LOSS OF COOLANT, DO NOT DISCONNECT HOSE FROM CHOKE STAT (21).
7. INSTALL CHOKE HOUSING SEAL (20) WITH LIP FACING OUTWARD.
8. LIGHTLY LUBRICATE PISTON ASSEMBLY CUP (43) BEFORE INSTALLING.
9. DO NOT ALLOW **VITON** NEEDLE (39) TO BE PRESSED INTO SEAT (40).
10. **IMPORTANT:** WHEN TWO SEAT GASKETS (41) ARE SUPPLIED, USE THIN GASKET FIRST. IF FLOAT MEASUREMENT IS EXTREMELY LOW, THEN REPLACE WITH THICKER GASKET.
11. CHECK THROTTLE LINKAGE FOR FREEDOM OF MOVEMENT BEFORE & AFTER INSTALLATION OF CARBURETOR ON ENGINE.
12. WHEN RE-INSTALLING POWER VALVE PISTON (44) IN AIR HORN ASSEMBLY (35), LIGHTLY STAKE UNIT IN PLACE.
13. TURN IN IDLE AIR SCREW (64, WHERE USED) UNTIL SEATED THEN TURN OUT 2 TURNS.

PARTS LIST

1. Adapter, Fuel Inlet
2. Gasket, Adapter
3. Gasket, Fuel Filter
4. Filter, Fuel Inlet
5. Spring, Overide, Filter
6. Clip, Pump Rod Lower
7. Rod, Pump Piston
8. Screw, Fast Idle Cam
9. Cam, Fast Idle
10. Screw, Lever, Trip
11. Lever, Trip
12. Lever, Engaging Choke
13. Rod, Connecting, Choke
14. Screw, Retainer, Choke Cover
15. Retainer, Serrated, Choke Cover
16. Retainer, Choke Cover
17. Cover, Choke Stat Assembly
18. Gasket, Choke Cover
19. Deflector, Heat, Choke Cover
20. Seal, Choke Housing (Not Shown)
21. Choke Stat Cover Assembly #
22. Holder, Filter #
23. Filter, Intake Air #
24. "E" Clip, Choke Pull-Off Link #
25. Link, Choke Pull-Off #
26. Screw, Choke Shaft Slotted Lever #
27. Lever, Choke Shaft Slotted #
28. Screw, Choke Pull-Off Mounting #
29. Choke Pull-Off Assembly #
30. Screw, Vent Valve Cover #
31. Cover, Vent Valve #
32. Valve, Vent #
33. Screw, Air Horn Mounting (Short)
34. Screw, Air Horn Mounting (Long)
35. Air Horn Assembly
36. Rod, Float Hinge
37. Float Assembly
38. Gasket, Air Horn
39. Needle, Fuel Inlet
40. Seat, Fuel Inlet
41. Gasket, Seat
42. Clip, Pump Piston
43. Piston Assembly, Pump
44. Piston Assembly, Power Valve
45. Spring, Piston Return
46. Ball Check, Pump Intake (small)
47. Screw, Center, Venturi Assy.
48. Gasket, Center Screw
49. Screw, Mounting, Venturi Assembly
50. Venturi Assembly
51. Gasket, Venturi
52. Tube, Main Well (2)
53. Retainer, Spring, Pump Discharge
54. Spring, Pump Discharge Ball
55. Ball Check, Pump Discharge (Large)
56. Jet, Main (2)
57. Power Valve
58. Gasket, Power Valve
59. Screw, Hot Idle Compensator Cover
60. Cover, Hot Idle Compensator
61. Screw, Bi-Metallic Valve
62. Bi-Metallic Valve, Hot Idle Compensator
63. Gasket, Bi-Metallic Valve
64. Screw, Idle Air Adjusting (By-Pass Idle System)
65. Spring, Idle Air Adjusting Screw
66. Screw, Throttle Body to Main Body
67. Main Body
68. Gasket, Throttle Body to Main Body (Match up old Gasket)
69. Cap, Limiter #
70. Screw, Idle Mixture
71. Spring, Idle Mixture Screw
72. Throttle Body Assembly
73. Gasket, Flange

Some Models

ADJUSTMENT DATA

FIG. 1
FLOAT LEVEL ADJUSTMENT

1. Invert air horn with gasket in place.
2. PLASTIC FLOAT: Measure distance from lip at toe of float to air horn gasket.
   METAL FLOAT: Measure distance from toe edge of seam on float to air horn gasket.
3. To adjust, bend float arm as shown (both floats).

NOTE: Do not exert pressure on resilient needle valve as incorrect setting may result.

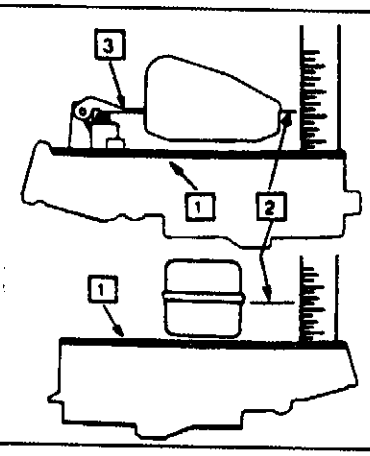


FIG. 2
FLOAT DROP ADJUSTMENT

1. Hold air horn right side up. Allow float to hang free. Retain gasket in place.
2. PLASTIC FLOAT: Measure distance from gasket surface to lip at toe of float.
   METAL FLOAT: Measure distance from gasket surface to bottom of float.
3. To adjust, bend float tang.

NOTE: Needle must not wedge at maximum drop.

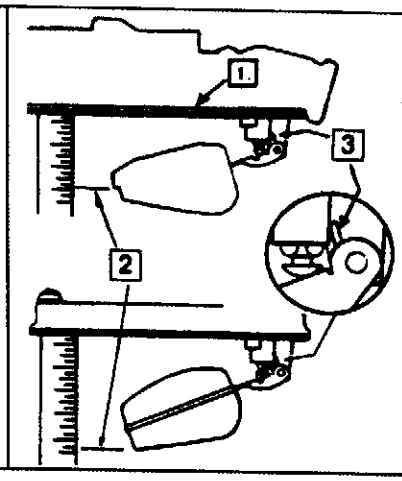


FIG. 3
PUMP ROD ADJUSTMENT

1. Back out idle speed screw so that throttle valves are fully closed.
2. Measure specified distance from top of pump rod to top of air horn ring.
3. To adjust, bend rod.

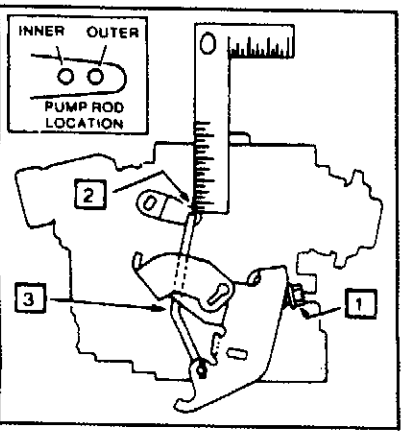


FIG. 4
BOWL VENT ADJUSTMENT

NOTE: Idle speed should be adjusted prior to this adjustment.

TYPE I:
1. With choke valve wide open, fast idle screw must be off fast idle cam (idle stop solenoid energized).
2. Measure distance between widest point of valve and seat. Should be .025".
3. To adjust, bend actuating tang on pump lever.

TYPE II:
4. Place idle speed screw on 2nd step of fast idle cam next to highest step. Vent valve should just be closed.
5. If valve is not closed, adjust be turning vent valve screw.

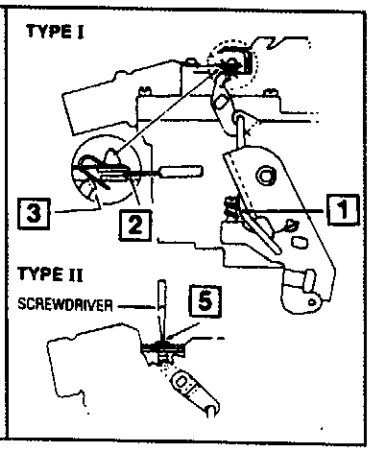


FIG. 5
INTERMEDIATE CHOKE ROD ADJUSTMENT

NOTE: Remove thermostatic cover, heat shield, then open throttle valves.

1. Rotate intermediate choke lever to close choke valve.
2. Check as specified piston location B1, B2, B3 with reference to bore.
3. To adjust, bend rod.

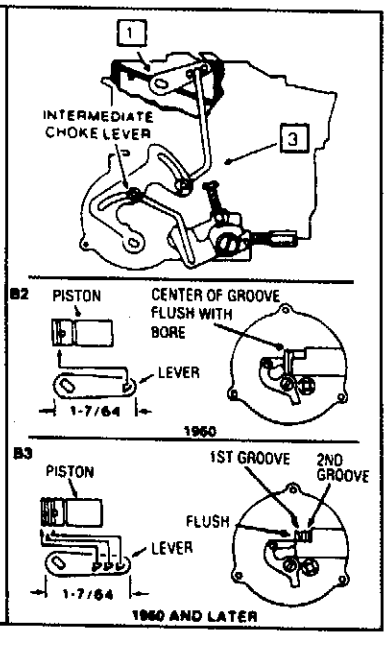


FIG. 6
INTERMEDIATE CHOKE ROD ADJUSTMENT

1. With thermostat cover and heat shield removed, hold choke valve in closed position.
2. Measure as specified piston location with reference to end of bore.
3. To adjust, bend rod.

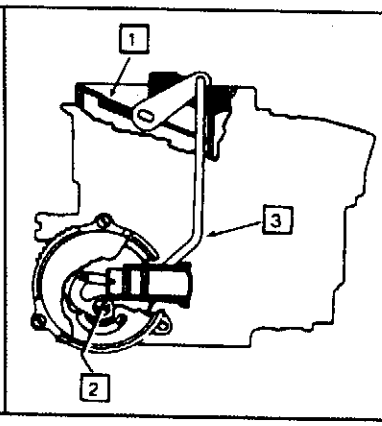
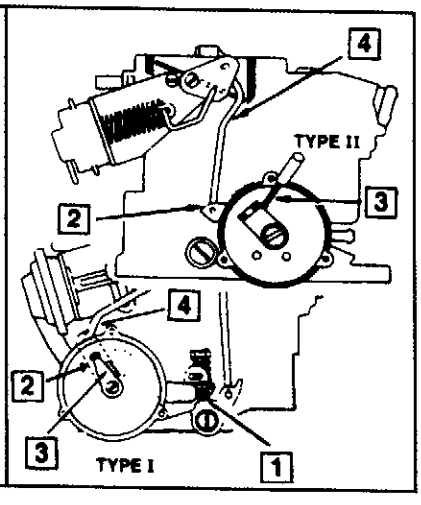


FIG. 7
INTERMEDIATE CHOKE ROD ADJUSTMENT

1. With thermostatic cover and inside baffle plate removed, place fast idle screw on highest stop of cam.
2. Close choke valve by pushing up on choke coil lever.
3. Type I—Lever must line up with edge of projection inside choke housing.
   Type II—Lever must line up with edge of .120" plug gauge inserted in hole inside choke housing.
4. To adjust; bend rod at kink.



ADJUSTMENT DATA (Cont'd)

FIG. 8
CHOKE ROD CAM ADJUSTMENT

1. Place fast idle screw on 2nd step of cam next ot highest step.
2. Hold choke valve closed.
2A. Models with split choke push up on lever so rods are in end of slots.
3. Measure distance between upper edge of choke valve and air horn wall using a gauge or drill bit.
4. To adjust, bend rod as shown.
4A. Models with split choke to adjust, bend rod as shown.

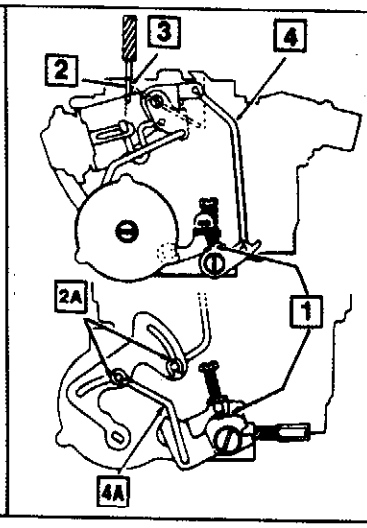
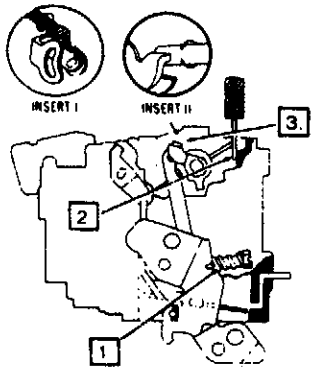


FIG. 9
CHOKE ROD (FAST IDLE CAM) ADJUSTMENT

IMPORTANT: Before making adjustments 1-2-3, read note and paragraphs "Procedure 1" and "Procedure 2" below.

1. Place low idle speed screw on 2nd step of fast idle cam against shoulder of high step.
2. Measure as specified between upper edge of choke valve and wall of air horn.
3. To adjust, bend tang as necessary (see insert I or II).
NOTE: It is required that both slow idle and fast idle screws be positioned as follows before initiating a choke rod adjustment.

Procedure 1—Models using single idle stop screw only -rotate stop screw clockwise until it just touches bottom step of fast idle cam, then turn screw in one full turn. Models using both a slow idle and a fast idle screw -turn slow idle screw in until it just contacts stop. Then turn this screw in one full turn from this point. Next, turn the fast idle screw in until it touches bottom step of fast idle cam.



Procedure 2—All models -position fast idle screw on second step of fast idle cam against shoulder of high step. While holding screw in this position, choke clearance between upper edge of choke valve and wall of air horn. Adjust to specified dimension by bending tang on choke lever and collar assembly.

FIG. 10
VACUUM BREAK ADJUSTMENT (Throttle side)

1. With fast idle screw on highest step of cam, seat vacuum diaphragm using an outside vacuum source.
2. Pull out on plunger until seated (spring compressed).
3. Rod must locate in bottom of slot when pushing up on lever.
4. Gauge as specified between wall of air horn and upper edge of choke valve.
5. To adjust, bend link.

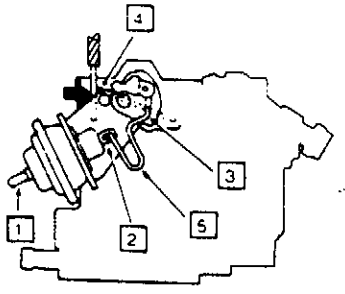


FIG. 11
AUXILIARY VACUUM BREAK ADJUSTMENT (Choke side)

1. With fast idle screw on highest step of cam, seat vacuum diaphragm using an outside vacuum source.
2. Pull out on plunger until seated (spring compressed) (See notes).
3. Push up on lever so rod is in bottom of slot.
4. Gauge as specified between wall of air horn and upper edge of choke valve.
5. To adjust, bend rod.

NOTES:
A. Do not pull vacuum diaphragm off its seat.
B. When purge filter is used (see insert I), remove vacuum break diaphragm hose and rubber cover on filter element from vacuum break tube. Tape small bleeder hole closed. After adjustment, tape must be removed, and the above replaced in reverse order.

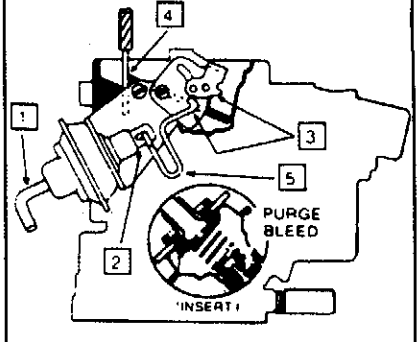


FIG. 12
CHOKE UNLOADER ADJUSTMENT

1. Maintain throttle valves wide open position.
2. Gauge as specified between wall of air horn and upper edge of choke valve.
3. To adjust, bend tang (see insert I). **NOTE:** On split choke linkage model 2GC, bend tang on dechoke lever on choke side of carburetor (see insert II).

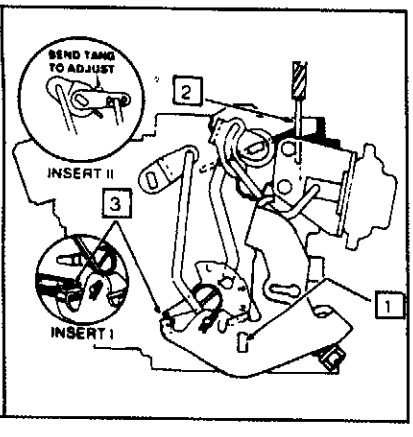


FIG. 13
UNLOADER ADJUSTMENT

1. Position throttle valves wide open.
2. Move choke valve toward closed position.
3. Gauge as specified between air horn wall and upper edge of choke valve.
4. To adjust, bend tang.

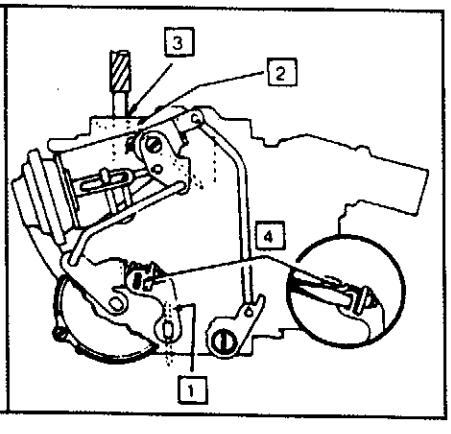


FIG. 14
AUTO CHOKE ADJUSTMENT

1. Loosen 3 hold-down screws.
2. Align index mark on choke cover with specified notch on housing.

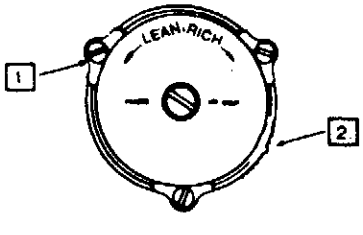
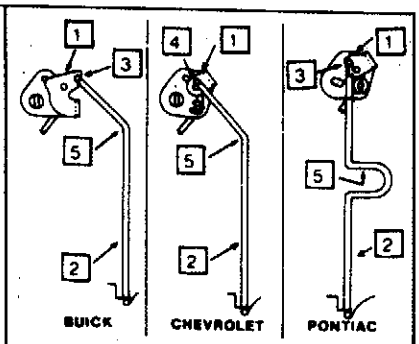


FIG. 15
CHOKE COIL
ROD ADJUSTMENTS

1. Remove upper end of rod from choke lever. Hold choke valve fully closed.
2. Lift upward on rod against stop.
3. End of rod should fit gauge notch.
4. Bottom of rod even with top of hole.
5. To adjust, bend rod.



(TYPICAL)

FIG. 16
CHOKE COIL
ROD ADJUSTMENT

1. Remove upper end of rod from choke lever.
2. Hold choke valve wide open.
3. Push down on rod to end of travel.
4. Top edge of pin or rod on swivel must be in specified location.
5. To adjust, bend rod or turn swivel up or down.

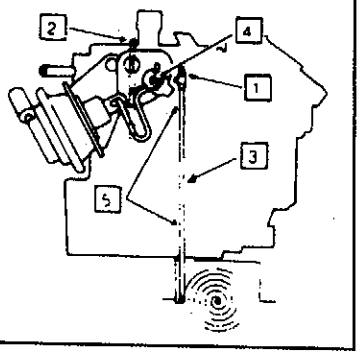
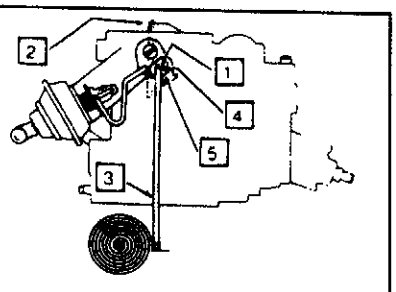


FIG. 17
CHOKE COIL
ROD ADJUSTMENT

1. Remove upper end of rod from choke lever.
2. Hold choke valve wide open.
3. Push down on rod to end of travel.
4. Rod must locate in bottom of slot in lever.
5. To adjust, place screw driver in slot and bend lever as needed.



NOTE: '71 Models- Top of rod must fit notch in lever.

FIG. 18
VACUUM BREAK
ADJUSTMENT

1. USING OUTSIDE VACUUM SOURCE SEAT DIAPHRAGM PLUNGER
2. POSITION CHOKE VALVE CLOSED WITH ROD IN BOTTOM OF SLOT.
3. MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
4. TO ADJUST, BEND ROD

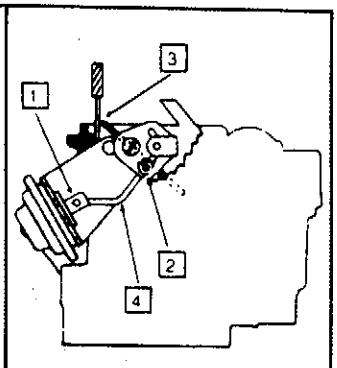
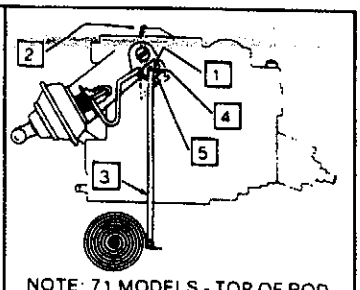


FIG. 19
CHOKE COIL
ROD ADJUSTMENT

1. FROM CHOKE LEVER REMOVE UPPER END OF CHOKE ROD.
2. ROTATE CHOKE VALVE TO WIDE OPEN POSITION.
3. PUSH DOWN ON ROD TO END OF TRAVEL.
4. ROD MUST LOCATE IN BOTTOM OF SLOT IN LEVER.
5. TO ADJUST, PLACE SCREW DRIVER IN SLOT AND BEND LEVER AS NEEDED



NOTE: 71 MODELS - TOP OF ROD MUST FIT NOTCH IN LEVER

SPECIFICATIONS BY APPLICATION

PONTIAC — SPECIFICATION I.D. - A

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Inter. Choke Rod Fig. 6	Choke Rod Cam Fig. 8 & 9	Vac. Break Throt. Side Fig. 10	Vac. Break Chk. Side Fig. 11	Unloader Fig. 12 & 13	Choke Setting Fig. 14
74-73	350 Eng. Carb. #7043062, 063	21/32	1-9/32	1-5/16	[3]	.085	.180	—	.180	1NL
	#7043071	23/32	1-9/32	1-5/16	[3]	.085	.200	—	.180	1NL
	#7043072	23/32	1-9/32	1-5/16	[3]	.085	.170	—	.180	1NL
	#7043073	21/32	1-9/32	1-5/16	[3]	.085	.180	—	.180	1NL
	400 Eng. Carb. #7043060, 070	21/32	1-9/32	1-11/32	—	.085	.160	—	.180	1NL
	#7043061, 066, 067	21/32	1-9/32	1-11/32	—	.085	.180	—	.180	1NL
	#7044065, 066, 067	21/32	1-9/32	1-11/32	—	.085	.180	—	.180	1NL
	Replacement Carb. No. Not Shown. Use Decal or OE Service Manual									
72	350 Eng. Carb. #7042062	11/16	1-9/32	1-11/32	—	.085	.130	—	.180	[1]
	#7042073	21/32	1-9/32	1-11/32	—	.085	.130	—	.180	[1]
	#7047200, 248	21/32	1-3/8	1-5/16	—	.093	.125	—	.203	—
	400, 455 Eng. Carb. #7042060, 061	11/16	1-9/32	1-11/32	—	.085	.150	—	.180	[1]
	#7042065	21/32	1-9/32	1-11/32	—	.085	.160	—	.180	[1]
	#7042067	11/16	1-9/32	1-11/32	—	.085	.150	—	.180	[1]
	#7042076	11/16	1-9/32	1-11/32	—	.085	.160	—	.180	[1]
	#7042078	11/16	1-9/32	1-11/32	—	.085	.150	—	.180	[1]
	#7046636, 805	11/16	1-9/32	1-11/32	—	.093	.156	—	.187	—
	#7046806, 807	11/16	1-9/32	1-11/32	—	.093	.156	—	.187	—
	#7047238	11/16	1-9/32	1-11/32	—	.093	.156	—	.187	—
	#17054638	11/16	1-9/32	1-11/32	—	.093	.156	—	.187	—
	#17055520	11/16	1-9/32	1-11/32	—	.085	.120	—	.180	—
71	350 Eng. w-A/T	9/16	1-3/8	1-11/32	—	.085	.150	—	.180	—
	w-M/T	11/16	1-3/8	1-11/32	—	.085	.160	—	.180	—
	400 Eng.	11/16	1-3/8	1-11/32	—	.085	.150	—	.180	—
	455 Eng.	11/16	1-3/8	1-11/32	—	.085	.150	—	.180	—
70	350 Eng. A/T Carb. #7040060, 460	11/16	1-3/8	1-11/32	—	.085	.150	—	.180	[1]
	#7040062, 462	9/16	1-3/8	1-11/32	—	.085	.150	—	.180	[1]
	#7040461	11/16	1-3/8	1-11/32	—	.080	.150	—	.180	[1]
	#7040463	9/16	1-3/8	1-11/32	—	.085	.150	—	.180	[1]
	M/T Carb. #7040066, 466	11/16	1-3/8	1-11/32	—	.085	.170	—	.180	—
	#7040071, 471	9/16	1-3/8	1-11/32	—	.085	.160	—	.180	—
	#17050466	9/16	1-3/8	1-11/32	—	.085	.160	—	.180	—

CHEVROLET; GM TRUCKS — SPECIFICATION I.D. - B

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Inter. Choke Rod Fig. 6	Choke Rod Cam Fig. 8 & 9	Vac. Break Throt. Side Fig. 10	Vac. Break Chk. Side Fig. 11	Unloader Fig. 12 & 13	Choke Setting Fig. 14
73	307 Eng.	13/16	1-9/32	1-9/32	—	.150	.080	—	.215	[4]

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Auto Choke Fig. 19	Choke Rod Cam Fig. 9	Vac. Break Fig. 18	Unloader Fig. 12	Idle Speed Normal[16]	Idle Speed Fast
CHEVROLET, PONTIAC - SPECIFICATION I.D.-B										
72	307 Eng. A.T.	25/32	1-31/32	1-5/16	[17]	3/64	5/64	7/32	600-D	[15]
	M.T.	25/32	1-31/32	1-5/16	[17]	5/64	7/64	7/32	900-N	[15]
GM TRUCKS - SPECIFICATION I.D.-B										
72	307 Eng. A.T.	21/32	1-9/32	1-5/16	[17]	3/64	5/64	13/64	600-D	[15]
	M.T.	21/32	1-9/32	1-5/16	[17]	5/64	7/64	13/64	900-N	[15]

OLDSMOBILE, PONTIAC — SPECIFICATION I.D. - D

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Inter. Choke Rod Fig. 6	Choke Rod Cam Fig. 8 & 9	Vac. Break Throt. Side Fig. 10	Vac. Break Chk. Side Fig. 11	Unloader Fig. 12 & 13	Choke Setting Fig. 14
76	Pontiac 350 Eng.									
	Carb. #17056161, 162	9/16	1-9/32	1-11/32	—	.085	.165	.285	.180	1NR
	#17056163	9/16	1-9/32	1-11/32	—	.085	.145	.285	.180	1NR
	Pontiac 400 Eng.									
	Carb. #17056160, 164	9/16	1-9/32	1-11/32	—	.085	.165	.285	.180	1NR
75	Oldsmobile, Pontiac 350, 400 Eng.									
	Carb. #7045160, 161, 163, 173	9/16	1-7/32	1-11/32	—	.085	.145	.265	.180	1NR
	#7045162, 171	9/16	1-7/32	1-9/32	—	.085	.145	.260	.180	1NR
	#7045167	9/16	1-7/32	1-5/16	—	.085	.145	.310	.180	1NR
	#7045408	11/16	1-1/4	1-5/8	—	.400	.130	—	.330	Index

CHECKER — SPECIFICATION I.D. - E

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Inter. Choke Rod Fig. 6	Choke Rod Cam Fig. 8 & 9	Vac. Break Throt. Side Fig. 10	Vac. Break Chk. Side Fig. 11	Unloader Fig. 12 & 13	Choke Setting Fig. 14
76-75	350 Eng.	11/16	1-9/32	1-5/8	—	.260	.130	—	.325	Index

SPECIFICATIONS BY APPLICATION

Year	Application	Float Level Fig. 1	Float Drop Fig. 2	Pump Rod Fig. 3	Inter. Choke Rod Fig. 6	Choke Rod Cam Fig. 8 & 9	Vac. Break Throt. Side Fig. 10	Vac. Break Chk. Side Fig. 11	Un-loader Fig. 12 & 13	Choke Setting Fig. 14
CHEVROLET, PONTIAC – SPECIFICATION I.D. - E (cont'd)										
1977-76	305 Eng.—Exc. Carb. #17056104, 105, 404, 405	9/16	1-5/32	1-21/32[5]	—	.260	.140	—	.325	Index
	Canada	17/32	1-9/32	1-21/32	—	.260	.140	—	.325	Index
1976	262 Eng.	11/16	1-9/32	1-21/32	—	.260	.130	—	.325	Index
	350 Eng.	17/32	1-9/32	1-21/32	—	.260	.130	—	.325	Index
1975	262 Eng.—A/T	11/16	1-9/32	1-21/32	—	.260	.130	—	.325	Index
	—M/T	17/32[6]	1-7/32	1-5/8	—	.400	.130	—	.330	Index
		17/32[6]	1-7/32	1-5/8	—	.400	.130	—	.330	3NR
GM TRUCKS										
1976-74	350 Eng.	11/16	1-9/32	1-5/8	—	.260	.130	—	.325	Index
CHECKER, CHEVROLET — SPECIFICATION I.D. - F										
1976	262 Eng.—Early	17/32	1-9/32	1 -21/32	—	.260	.130	—	.325	Index
	—Late	11/16	1-9/32	1 -21/32	—	.260	.130	—	.325	Index
	305 Eng.—Exc.	9/16	1-5/32	1 -11/16	—	.260	.130	—	.325	Index
	Carb. #17056109	9/16	1-5/32	1 -21/32	—	.260	.140	—	.325	Index
	350 Eng.	11/16	1-7/32	1 -11/16	—	.260	.140	—	.325	1NR
GM TRUCKS										
1978-77	305 Eng.—Exc. Carb. #17056113	19/32[6]	1-9/32	1-21/32	—	.260	.190	—	.325	[4]
1976	350 Eng.—Exc.	9/16	1-5/32	1-11/16	—	.260	.130	—	.325	Index
	Carb. #17056117	9/16	1-9/32	1-11/16	—	.260	.130	—	.330	1NR
		11/16	1-9/32	1-11/16	—	.260	.130	—	.330	1NL
GM TRUCKS — SPECIFICATION I.D. - G										
1976	350 Eng.—Exc. Sprint	11/16	1-9/32	1-11/16	—	.260	.130	—	.330	1NR[7]
BUICK, CHECKER, CHEVROLET, OLDSMOBILE & PONTIAC — SPECIFICATION I.D. - H										
1978	305 Eng.—Canada	19/32	1-9/32	1-21/32	—	.260	.130	—	.325	1NR
	—Fed.	19/32	1-9/32	1-21/32	—	.260	.130[8]	—	.325	Index
	—Cal.	21/32[9]	1-9/32	1-21/32	—	.260	.140[10]	—	.325	1/2 NL
1977	305 Eng.—Alt.	7/16	1-9/32	1-21/32	—	.260	.130[11]	—	.325	Index
	—Fed.	19/32	1-9/32	1-21/32	—	.260	.130[11]	—	.325	Index
	—Cal.	21/32[9]	1-9/32	1-5/8[12]	—	.260	.140[11]	—	.325	1/2 NL
GM TRUCKS										
1978	305 Eng.—Fed.	19/32	1-9/32	1-21/32	—	.260	.130[8]	—	.325	Index
	—Cal.	21/32	1-9/32	1-21/32	—	.260	.140[10]	—	.325	1/2 NL
1977	305 Eng.—Fed.	19/32	1-9/32	1-21/32	—	.260	.130[11]	—	.325	Index
BUICK, CHEVROLET, OLDSMOBILE & PONTIAC — SPECIFICATION I.D. - I										
1978	196 Eng.—Carb. #17058143	7/16	1-5/32	1-15/32	—	.080	.110	.080	.140	1NR
	—Carb. #17058144	7/16	1-5/32	1-5/8	—	.080	.110	.060	.140	1NR
	—Carb. #17058180, 188	7/16	1-5/32	1-17/32	—	.080	.120	.120[13]	.140	1NR
	231 Eng.—Alt.	7/16	1-5/32	1-15/32[14]	—	.080	.140	.100	.140	1NR
	—Cal.—Exc.	7/16	1-5/32	1-19/32[14]	—	.080	.140	.100	.140	1NR
	—Carb. #17058447	7/16	1-5/32	1-17/32	—	.080	.150	.110	.140	1NR
	—Carb. #17058446	7/16	1-5/32	1-1/2	—	080	.140	.100	.140	1NR
	—Fed. & Can.—Exc.	7/16	1-5/32	1-17/32	—	.080	.110	.080[13]	.140	1NR
	—Carb. #17058145	7/16	1-5/32	1-17/32	—	080	.110	.060	.160	1NR
1977	231 Eng.—Carb. #17058140	7/16	1-5/32	1-15/32	—	080	.110	.070	.140	1NR
	—Carb. #17058148	7/16	1-5/32	1-1/2	—	.080	.110	.080	.150	1NR
	—Carb. #17058149	7/16	1-5/32	1-19/32	—	.080	.110	.080	.150	1NR
GM TRUCKS										
1978	231 Eng.—Carb. #17058448	7/16	1-5/32	1-19/32	—	.080	.140	.100	.140	1NR

FOOTNOTES

[1] Refer to procedure in FIG. 15.
[2] Adjust choke coil rod 2/3 the thickness of the rod higher than the notch (or .080"), if emission table specifies ignition timing 12° BTDC and idle speed 625 RPM.
[3] See procedure, Type II, FIG. 7.
[4] Refer to procedure in FIG. 17.
[5] Carb. No. 17055021 set 1-5/8.
[6] Carb. Nos. 7045105, 106; 17056137 set 9/16.
[7] Carb. Nos. 17056115, 123 set index.
[8] Reset adjustment to .150 at 30,000 miles and over.
[9] Carb. Nos. 17058404, 405; 17057404, 405 set 1/2.
[10] Reset adjustment to .160 at 30,000 miles and over.
[11] Reset adjustment to .160 at 22,500 miles and over.
[12] Carb. Nos. 17057404, 414 set 1-21/32.
[13] Carb. Nos. 17058181, 185, 188, 197 set .050.
[14] Carb. Nos. 17058147, 444 set 1-17/32
[15] When slow idle speed is obtained, fast idle speed will be correct.
[16] Increase 50-75 R.P.M. on A/C units with A/C on, and increase 50 R.P.M. on cars equipped with A.I.R.
[17] Rod in bottom of slot in lever.

ABBREVIATIONS

A/T	Automatic Transmission
Alt	Altitude
Cal.	California
Can.	Canada
Exc.	Except
Fed.	Federal (49 States)
M/T	Manual Transmission
NL	Notch Lean
NR	Notch Rich