

FUEL SYSTEM SERVICE INSTRUCTION WORKSHEET

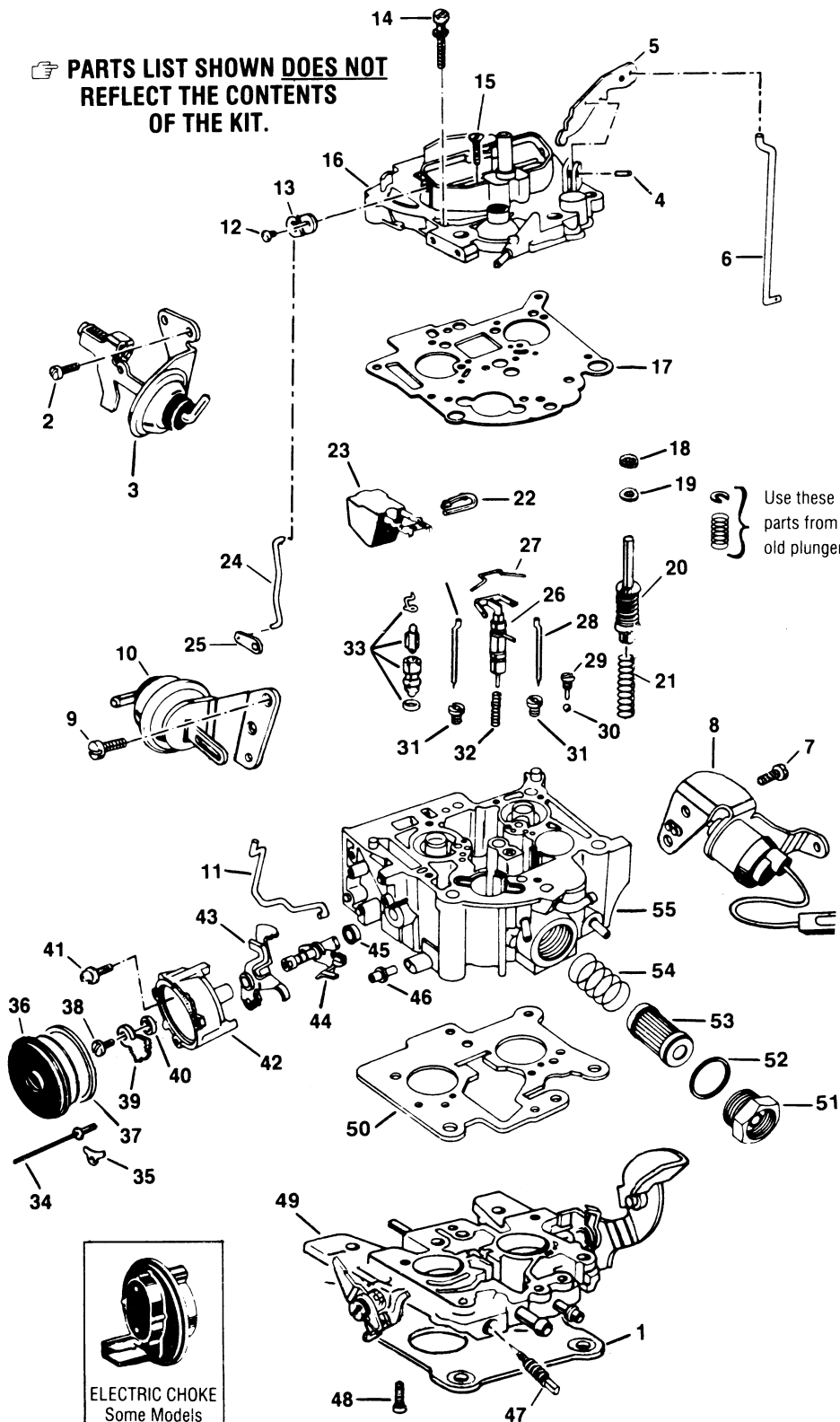
TO REPAIR

GF3719-9

ROCHESTER CARBURETOR

2 BARREL • Models M2MC, E

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



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.
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.

PARTS LIST

- 1 Gasket, flange
- 2 Screw, front vacuum break (2)
- 3 Front vacuum break Assy.
- 4 Pin, pump lever
- 5 Lever, pump
- 6 Link, pump
- 7 Screw, solenoid bracket (2)
- 8 Solenoid & bracket Assy.
- 9 Screw, aux. vacuum break (2)
- 10 Auxiliary vacuum break Assy.
- 11 Link, auxiliary vacuum break
- 12 Screw, choke lever
- 13 Lever, choke shaft
- 14 Screw, air horn (5)
- 15 Screw, air horn (2)*
- 16 Air horn assembly
- 17 Gasket, air horn
- 18 Seal, pump plunger
- 19 Retainer, seal
- 20 Pump plunger assembly
- 21 Spring, pump return
- 22 Pin, float hinge
- 23 Float assembly
- 24 Link, choke
- 25 Lever, intermediate choke shaft (lower)
- 26 Power piston assembly
- 27 Spring, metering rod
- 28 Primary metering rod (2)
- 29 Retainer, pump discharge ball
- 30 Ball, pump discharge
- 31 Jet, primary metering (2)
- 32 Spring, power piston
- 33 Needle, seat, clip & washer assembly
- 34 Rivet or screw, cover retainer (3)
- 35 Retainer, choke cover
- 36 Choke cover & coil assembly
- 37 Gasket, cover
- 38 Screw, choke coil lever
- 39 Lever, choke coil
- 40 Seal, inter. choke shaft
- 41 Screw, choke housing
- 42 Choke housing assembly
- 43 Cam, fast idle
- 44 Intermediate choke shaft & lever assembly
- 45 Seal, inter. choke shaft
- 46 Seal, choke housing
- 47 Needle & spring, idle mixture adjustment
- 48 Screw, throttle body (4)
- 49 Throttle body assembly
- 50 Gasket, throttle body
- 51 Filter nut, fuel inlet
- 52 Washer, filter nut
- 53 Filter, fuel
- 54 Spring, filter
- 55 Main body assembly

Use these parts from old plunger

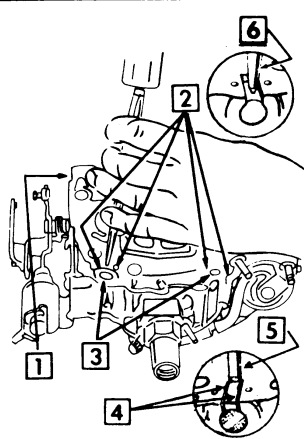
ELECTRIC CHOKE
Some Models

REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. To remove pump lever (5), drive pin (4) inward far enough to release lever.
3. Do not remove brass tubes from air horn assembly.
4. To remove power piston (26), carefully pry up to release plastic lock ring.
5. Do not remove or adjust the screw located in front of the power piston. It is factory adjusted to meet emission requirements.
6. Do not remove the baffle plate located under choke coil spring.
7. Install parts and components in reverse order of removal.
8. Install seal (40) with lip facing inward. Install seal (45) with lip facing outward.
9. Do not install gasket (37) with electrical choke cover.
10. Exercise care when installing metering rods and power piston.

REMOVAL OF SEALED MIXTURE SCREWS (IF REQUIRED)

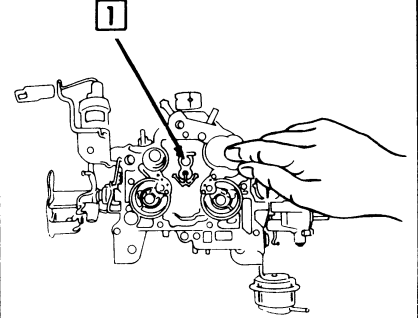
1. INVERT THROTTLE BODY AS SHOWN.
 2. PLACE PUNCH BETWEEN 2 LOCATION MARKS OVER IDLE MIXTURE NEEDLE PLUG.
 3. BREAK OUT THROTTLE BODY TO PROVIDE ACCESS TO HARDENED STEEL PLUG. NEXT, DRIVE OUT PLUG EXPOSING MIXTURE NEEDLE.
- NOTE: BEFORE REMOVING MIXTURE NEEDLE, CAREFULLY MARK POSITION THEN, USING A SOCKET WRENCH, TURN NEEDLE IN COUNTING NUMBER OF TURNS TO LIGHTLY SEAT. NEXT, TURN OUT COUNTING NUMBER OF TURNS TO ORIGINAL INDEX MARK. RECORD SETTING & REMOVE NEEDLE. REPEAT PROCEDURE FOR OTHER MIXTURE NEEDLE.
4. LATE MODELS: CUT 2 PARALLEL SLOTS ON EITHER SIDE OF LOCATION MARKS USING A HACKSAW. SLOTS SHOULD NOT EXTEND BEYOND 1/8" OF LOCATION POINTS.
 5. POSITION A FLAT PUNCH AT A 45° ANGLE BETWEEN ENDS OF SAW MARKS IN THROTTLE BODY. DRIVE PUNCH BETWEEN SLOTS CAUSING TUBO TO BREAK OFF.
 6. NEXT, 1/2" OLD CENTER PUNCH IN A VERTICAL POSITION & DRIVE IT INTO STEEL PLUG. RE-POSITION PUNCH TO A 45° ANGLE & DRIVE PLUG OUT OF CASTING EXPOSING MIXTURE NEEDLE.



7. REPEAT NOTE OF STEP 3 TO INDEX MIXTURE NEEDLES.

METERING ROD ADJ. SCREW—LOCATION

1. CAUTION: DO NOT REMOVE OR ALTER THE A.P.T. (ADJUSTING PART THROTTLE) METERING ROD ADJUSTING SCREW. THIS SCREW SETS THE MAXIMUM DEPTH OF METERING ROD TRAVEL WITHIN THE MAIN JET ORIFICE. OTHER MODELS: THIS ADJUSTMENT MAY BE LOCATED ON TOP OF A BELLOWS ASSEMBLY (NOT SHOWN). THESE UNITS ARE FACTORY PRE-SET. IT IS NOT ADVISABLE TO ALTER ANY SETTINGS IN THE FIELD.



ADJUSTMENT DATA

FIG. A FLOAT LEVEL ADJUSTMENT

1. HOLD FLOAT RETAINER FIRMLY IN PLACE.
2. PUSH FLOAT DOWN LIGHTLY AGAINST NEEDLE.
3. MEASURE FROM TOP OF FLOAT TO TOP OF CASTING.
NOTE: MEASURING POINT IS 3/16" BACK FROM TOE OF FLOAT.
4. TO ADJUST, BEND FLOAT ARM.

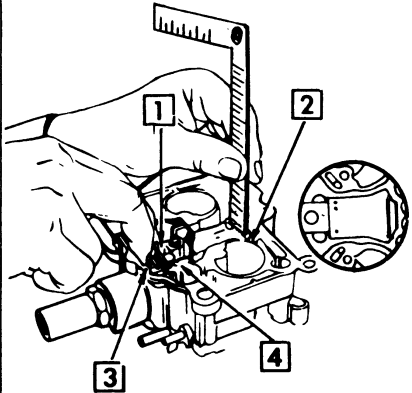


FIG. C CHOKE COIL LEVER ADJUSTMENT

- NOTE: REMOVE THERMOSTATIC COVER AND COIL ASSEMBLY FROM CHOKE HOUSING.
1. PUSH UP ON CHOKE COIL LEVER UNTIL CHOKE VALVE IS CLOSED.
 2. INSERT SPECIFIED GAUGE.
 3. LOWER EDGE OF LEVER SHOULD JUST CONTACT SIDE OF GAUGE.
 4. TO ADJUST, BEND CHOKE ROD.

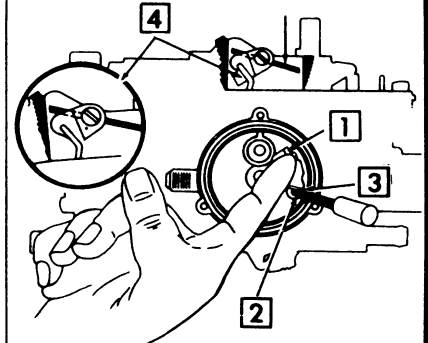


FIG. B ACCELERATOR PUMP ADJUSTMENT & ROD LOCATION

- NOTE: COMPLETELY CLOSE THROTTLE VALVES.
1. POSITION PUMP ROD IN SPECIFIED HOLE OF PUMP LEVER.
 2. MEASURE DISTANCE BETWEEN TOP OF CHOKE VALVE WALL AND TOP OF PUMP STEM.
 3. TO ADJUST, BEND PUMP LEVER.

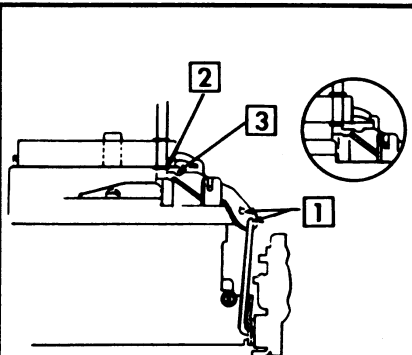
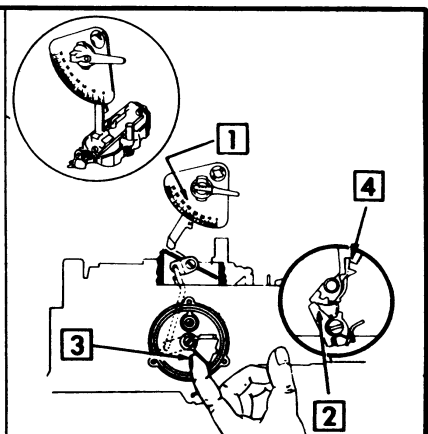


FIG. D COIL ROD ADJUSTMENT

- NOTE: PLACE DEGREE SCALE ON CLOSED CHOKE VALVE AND CENTER LEVELING BUBBLE ON GAUGE.
- MOVE DEGREE SCALE ONLY TO SPECIFIED ANGLE.
2. PLACE CAM FOLLOWER ON SECOND STEP OF CAM (NEXT TO HIGH STEP).
 3. CLOSE CHOKE BY PUSHING UPWARD ON CHOKE COIL LEVER.
 4. TO ADJUST, BEND TANG ON FAST IDLE CAM UNTIL BUBBLE IS CENTERED.

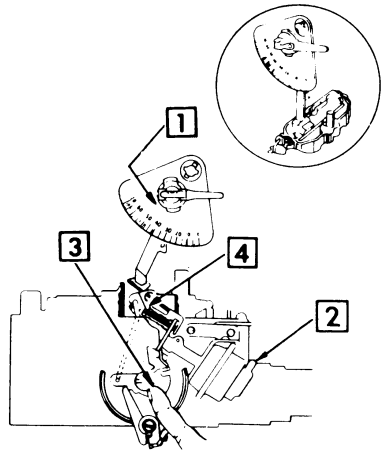


ADJUSTMENT DATA (Cont'd)

**FIG. E
FRONT VACUUM BREAK
ADJUSTMENT**

NOTE: PLACE DEGREE SCALE ON CLOSED CHOKE VALVE AND CENTER LEVELING BUBBLE ON GAUGE.

1. MOVE DEGREE SCALE ONLY TO SPECIFIED ANGLE.
 2. SEAT DIAPHRAGM BY APPLYING AN OUTSIDE VACUUM SOURCE.
- NOTE: ON DELAY MODELS, COVER AIR BLEED HOLE WITH A PIECE OF TAPE. REMOVE TAPE AFTER ADJUSTMENT.
3. TURN CHOKE VALVE TOWARD CLOSED POSITION BY ROTATING CHOKE COIL LEVER COUNTER-CLOCKWISE.
 4. TO ADJUST, TURN SCREW UNTIL BUBBLE IS CENTERED.



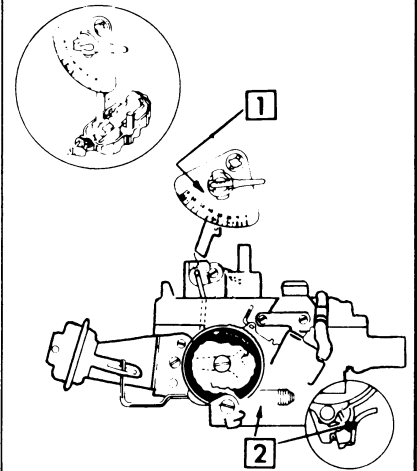
**FIG. H
UNLOADER**

NOTE: PLACE DEGREE SCALE ON CLOSED VALVE AND CENTER LEVELING BUBBLE ON GAUGE.

1. MOVE DEGREE SCALE ONLY TO SPECIFIED ANGLE.

NOTE: AUTOMATIC CHOKE MUST BE PROPERLY ADJUSTED AND PRIMARY THROTTLE VALVE HELD WIDE OPEN.

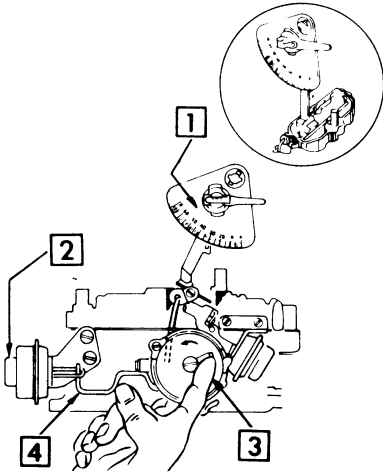
2. TO ADJUST, BEND TANG UNTIL BUBBLE IS CENTERED.



**FIG. F
REAR VACUUM BREAK
ADJUSTMENT**

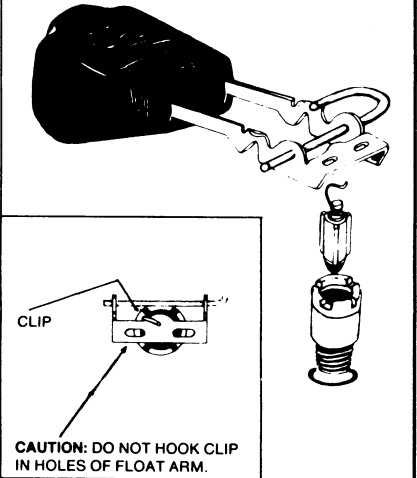
NOTE: PLACE DEGREE SCALE ON CLOSED CHOKE VALVE AND CENTER LEVELING BUBBLE ON GAUGE.

1. MOVE DEGREE SCALE ONLY TO SPECIFIED ANGLE.
 2. SEAT REAR DIAPHRAGM BY APPLYING AN OUTSIDE VACUUM SOURCE.
- NOTE: ON DELAY MODELS, COVER AIR BLEED HOLE WITH A PIECE OF TAPE. REMOVE TAPE AFTER ADJUSTMENT.
3. TURN CHOKE VALVE TOWARD CLOSED POSITION BY ROTATING CHOKE COIL LEVER COUNTER-CLOCKWISE.
 4. TO ADJUST, BEND CHOKE LINK UNTIL BUBBLE IS CENTERED.



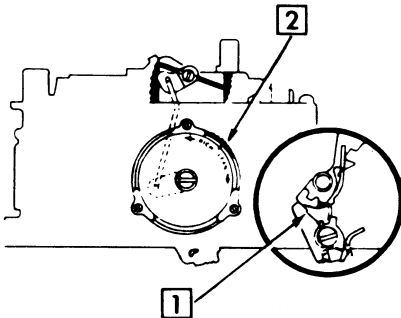
**FIG. I
FLOAT NEEDLE &
CLIP LOCATION**

NOTE: HOOK CLIP OVER EDGE OF FLAT ON FLOAT ARM IN OPPOSITE DIRECTION OF PONTOON (AS SHOWN).



**FIG. G
AUTOMATIC CHOKE
ADJUSTMENT**

1. PLACE CAM FOLLOWER ON HIGHEST STEP OF CAM.
2. ROTATE CHOKE COVER AGAINST SPRING TENSION TO SPECIFIED MARK ON CHOKE HOUSING.



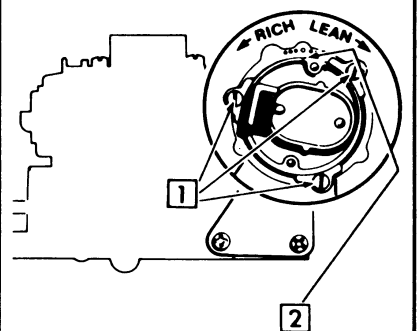
**FIG. J
AUTO CHOKE
ADJUSTMENT**

NOTE: POSITION FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM.

1. LOOSEN 3 HOLD-DOWN SCREWS.

NOTE: SOME MODELS HAVE CHOKES WHICH DO NOT REQUIRE ADJUSTMENT. HOWEVER, IF DISASSEMBLY BECOMES NECESSARY, SCRIBE A REFERENCE LINE FROM CHOKE COVER TO HOUSING. THEN DRILL OUT RIVETS USING A NO. 21 DRILL (.159"). REASSEMBLE TO REFERENCE MARK USING SIMILAR RIVETS OR APPROPRIATE SIZE SHEET METAL OR SELF-TAPPING SCREWS.

2. POSITION SCRIBE LINE ON ELECTRIC CHOKE TO SPECIFIED MARK ON CHOKE HOUSING. CHOKE VALVE MUST BE SPRING-LOADED TOWARD CLOSED POSITION.



SPECIFICATION DATA

Year	APPLICATION	Float Level Fig. A	ACCELERATOR PUMP		Choke Coil Lever Adj. Fig. C	Coil Rod Adj. Fig. D	VACUUM BREAK		Auto Choke Fig. G, J	Unloader Fig. H
			Adjustment Fig. B	Rod Location Fig. B			Front Fig. E	Rear Fig. F		

BUICK-SPECIFICATION I.D.-A

1978	231G Eng. (Turbo)	5/16	9/32	Inner	.120	14.5°	21°	19°	2NR	50°
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BUICK, CHEVROLET, OLDSMOBILE & PONTIAC - SPECIFICATION I.D.-B

1980	260 Eng.	3/8	11/32	Outer	.120	14°	38°	27°	—	35°
1979	231 Eng.	5/16	1/4	Inner	.120	24.5°	23°	21°	1NR	42°
	260 Eng. - Carb. No. 17059151	3/8	11/32	Outer	.120	14°	38°	25°	2NR	35°
	-Carb. No. 17059154	3/8	11/32	Outer	.120	14°	27°	40°	2NR	35°
	-Carb. No. 17059450	3/8	11/32	Outer	.120	14°	27°	45°	2NR	35°
1978	260 Eng.	3/8	11/32	Outer	.120	14°	38°	25°	2NR	35°
	-Carb. No. 17058450	3/8	11/32	Outer	.120	14°	27°	45°	2NR	35°

BUICK, CHECKER, CHEVROLET, OLDSMOBILE & PONTIAC

1979	305 Eng.	15/32 ⁶	9/32	Inner	.120	38°	27° ⁷	—	1NL ⁸	38°
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BUICK, CHEVROLET, OLDSMOBILE & PONTIAC - SPECIFICATION I.D.-C

1980	231 Eng. - Fed.	9/32	1/4	Inner	.120	24.5°	19°	14°	—	38°
	-Carb. No. 17080185, 187, 195, 197			Inner	.120	24.5°	22°	20°	—	38°
	-Carb. No. 17080190, 192			Inner	.120	24.5°	18°	18°	—	38°
1979	196 Eng.	11/32 ¹	1/4	Inner	.120	24.5°	19°	17°	2NR	35°
	231 Eng. - Fed.	5/16 ²	1/4	Inner	.120	24.5°	19°	17°	2NR	38°
	-Carb. No. 17059180, 190, 191			Inner	.120	24.5°	23°	21°	2NR ³	42°
	-Carb. No. 17059491, 492, 498	5/16 ²	1/4	Inner	.120	24.5°	19°	17°	2NR	38°

BUICK & CHEVROLET - SPECIFICATION I.D.-D

1979	200, 305 Eng.	1/4	9/32	Inner	.120	38°	27°	—	Index ⁴	38°
	267 Eng.	11/32	1/4	Inner	.120	38°	28°	—	1NL ⁵	38°
1978	200 Eng.	1/4	1/4	Inner	.120	46°	24°	—	Index	46°

BUICK, OLDSMOBILE & PONTIAC

1980-77	Carb. No. 17080160	5/16	1/4	Inner	.120	14.5°	28.5°	33.5°	—	37.5°
	Carb. No. 17059160	5/16	1/4	Inner	.120	20°	23°	31°	2NR	32°
	Carb. No. 17058160	11/32	1/4	Inner	.120	22.5°	25°	32°	2NR	33°
	Carb. No. 17057176	11/32	1/4	Inner	.120	14.5°	24°	36° ⁹	2NR	38°

GM TRUCKS

1979	200 Eng.	1/4	9/32	Inner	.120	38°	27°	—	Index ⁴	38°
	267 Eng.	11/32	1/4	Inner	.120	38°	28°	—	1NL ⁵	38°
1978	200 Eng.	1/4	1/4	Inner	.120	46°	24°	—	Index	46°

OLDSMOBILE - SPECIFICATION I.D.-G

1979	260 Eng.	3/8	1/4	Inner	.120	14°	32°	23°	2NR	35°
1978	260 Eng.	3/8	1/4	Inner	.120	14°	35°	25°	2NR	35°

CHECKER, CHEVROLET & PONTIAC - SPECIFICATION I.D.-I

1980	229, 267 Eng.	11/32 ¹¹	9/32	Inner	.120	20°	25°	—	—	38°
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GM TRUCKS

1980	229, 267 Eng.	11/32	9/32	Inner	.120	20°	25°	—	—	38°
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GM TRUCKS - SPECIFICATION I.D.-J

1981	305 Eng. -L.D.	13/32	5/16	Inner	.120	38°	25°	—	—	38°
1980-79	305 Eng.	13/32	9/32	Inner	.120	38°	29°	—	— ¹⁰	38°

BUICK, CHEVROLET, OLDSMOBILE & PONTIAC - SPECIFICATION I.D.-K

1981	229 Eng. -Can.	13/32	5/16	Inner	.120	20°	25°	—	—	38°
	267 Eng. -Can.	9/32	5/16	Inner	.120	20°	25°	—	—	38°

GM TRUCKS

1981	229 Eng. -Can.	13/32	5/16	Inner	.120	20°	25°	—	—	38°
	267 Eng. -Can.	5/32	5/16	Inner	.120	20°	25°	—	—	38°

ABBREVIATIONS:

Cal. California
 Can. Canada
 Fed. Federal (49 States)
 NL Notch Lean
 NR Notch Rich

FOOTNOTES:

¹ Carb. No. 17059193 set 3/8.
² Carb. No. 17059191 set 11/32.
³ Carb. No. 17059491 set 1NR.
⁴ Carb. Nos. 17059131, 133 set 1NL.
⁵ Carb. Nos. 17059108, 110 set 2NL.
⁶ Carb. Nos. 17059430, 432 set 9/32.
⁷ Carb. Nos. 17059434, 436 set 29°.
⁸ Carb. Nos. 17059104, 106 set 2NL.
⁹ After 22,500 miles reset to 38°.
¹⁰ 1979 models set 1NL.
¹¹ Carb. Nos. 17080146, 147, 148 & 149 set 9/32.