ROCHESTER 2G, 2GC, 2GV 2-BARREL

1959 MODELS

CHEVROLET	Rochester No.
283" V8 Eng. (Synchro-mesh)	2GC 7013007
283" V8 Eng. (Auto. Trans.)	2GC 7013008
283" V8 Eng. (Auto. Trans.) Air Cond.	2GC 7013018
283" V8 Eng. (Canada)	2GC 7013082
OLDSMOBILE	
371" V8 Eng.	2GC 7013052
371" V8 Eng. (With Air Cond.)	2GC 7013058
PONTIAC	
389" V8 Eng. (Synchro-mesh) Std.	2GC 7013061
389" V8 Eng. (Auto. Trans.) Std.	2GC 7013060
389" V8 Eng. (Synchro-mesh) 420E Eng.	2GC 7013075
389" V8 Eng. (Auto. Trans.) 420E Eng.	2GC 7013069

1960 MODELS

CHEVROLET	Rochester No.
283" V8 Eng. (Synchro-mesh)	2GC 7013007
283" V8 Eng. (Auto. Trans.)	2GC 7013008
283" V8 Eng. (Auto. Trans.) With Air Cond.	2GC 7013018
OLDSMOBILE	
371" V8 Eng.	2GC 7015052
371" V8 Eng. (Air Cond.)	2GC 7015058
PONTIAC	
389" V8 Eng. (Synchro-mesh) Std.	2GC 7015073
389" V8 Eng. (Auto. Trans.) Std. Early	2GC 7015070
389" V8 Eng. (Auto. Trans.) Std. Later	2GC 7015072
389" V8 Eng. (Auto. Trans.) 420E Eng.	2GC 7015062

1961 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
364" V8 Eng.	2GC 7019042
BUICK SPECIAL	
215" V8 Eng. (Synchro-mesh)	2GC 7019093
215" V8 Eng. (Auto. Trans.)	2GC 7019090
CHEVROLET	
283" V8 Eng. (Synchro-mesh)	2GC 7019007
283" V8 Eng. (Auto. Trans.)	2GC 7019008
283" V8 Eng. (Air Cond.)	2GC 7019018
OLDSMOBILE (EXC. F-85)	
394" V8 Eng.	2GC 7019052
394" V8 Eng. (Air Cond.)	2GC 7019058
OLDSMOBILE F-85	
215" V8 Eng. (Synchro-mesh)	2GC 7019092
215" V8 Eng. (Auto. Trans.)	2GC 7019095
PONTIAC (EXC. TEMPEST)	
389" V8 Eng. (Synchro-mesh) Std.	2GC 7019060
389" V8 Eng. (4-Spd. Auto. Trans.) Std.	2GC 7019070
389" V8 Eng. (3-Spd. Auto. Trans.) Std.	2GC 7019071
389" V8 Eng. (4-Spd. Auto. Trans.) Std. ②	2GC 7019072
389" V8 Eng. (3-Spd. Auto. Trans.) Std. ②	2GC 7019073
389" V8 Eng. (4-Spd. Auto. Trans.) 425 E Eng.	2GC 7019074
389" V8 Eng. (3-Spd. Auto. Trans.) 425 E Eng.	2GC 7019075
389" V8 Eng. (4-Spd. Auto. Trans.) 425 E Eng. ②	2GC 7019076
389" V8 Eng. (3-Spd. Auto. Trans.) 425 E Eng. ②	2GC 7019077
PONTIAC TEMPEST	
215" V8 Eng. (Synchro-mesh)	2GC 7019863
215" V8 Eng. (Auto. Trans.)	2GC 7019860

① - Closed crankcase ventilation system.
② - Cars with Air Conditioning.

1962 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
401" V8 Eng. (Std.)	2GC 7020046
401" V8 Eng. (Std.) CCV ①	2GC 7020048
401" V8 Eng. (Air Cond.)	2GC 7020047
401" V8 Eng. (Air Cond.) CCV ①	2GC 7020049
BUICK SPECIAL	
198" V6 Eng. (Synchro-mesh) Std.	2GC 7020141
198" V6 Eng. (Synchro-mesh) CCV ①	2GC 7020143
198" V6 Eng. (Auto. Trans.) Std.	2GC 7020140
198" V6 Eng. (Auto. Trans.) CCV ①	2GC 7020142
215" V8 Eng. (Synchro-mesh) Early	2GC 7019093
215" V8 Eng. (Synchro-mesh) Late	2GC 7020147
215" V8 Eng. (Auto. Trans.) Early	2GC 7019090
215" V8 Eng. (Auto. Trans.) Late	2GC 7020146
CHECKER	
226" 6 Cyl. Eng.	2GC 7023096
CHEVROLET	
283" V8 Eng. (Synchro-mesh)	2GC 7020007
283" V8 Eng. (Auto. Trans.)	2GC 7020008
283" V8 Eng. (Air Cond.)	2GC 7020018
OLDSMOBILE (EXC. F-85)	
394" V8 Eng.	2GC 7020052
394" V8 Eng. (CCV) ①	2GC 7020954
394" V8 Eng. (Air Cond.)	2GC 7020058
394" V8 Eng. (Air Cond.) CCV ①	2GC 7020956
OLDSMOBILE F-85	
215" V8 Eng. (Synchro-mesh) Early	2GC 7020053
215" V8 Eng. (Synchro-mesh) Late	2GC 7020981
215" V8 Eng. (Synchro-mesh) Early CCV ①	2GC 7020959
215" V8 Eng. (Synchro-mesh) Late CCV ①	2GC 7020983
215" V8 Eng. (Auto. Trans.) Early	2GC 7020051
215" V8 Eng. (Auto. Trans.) Late	2GC 7020980
215" V8 Eng. (Auto. Trans.) Early CCV ①	2GC 7020957
215" V8 Eng. (Auto. Trans.) Late CCV ①	2GC 7020982
PONTIAC (EXC. TEMPEST)	
389" V8 Eng. (Synchro-mesh) Std.	2GC 7020060
389" V8 Eng. (4-Spd. Auto. Trans.) Std.	2GC 7020070
389" V8 Eng. (3-Spd. Auto. Trans.) Std.	2GC 7020071
389" V8 Eng. (4-Spd. Auto. Trans.) Std. ②	2GC 7020072
389" V8 Eng. (3-Spd. Auto. Trans.) Std. ②	2GC 7020073
389" V8 Eng. (4-Spd. Auto. Trans.) 425 E Eng.	2GC 7020074
389" V8 Eng. (3-Spd. Auto Trans.) 425 E Eng.	2GC 7020075
389" V8 Eng. (4-Spd. Auto. Trans.) 425 E Eng. ②	2GC 7020076
389" V8 Eng. (3-Spd. Auto. Trans.) 425 E Eng. ②	2GC 7020077

① - Closed Crankcase Ventilator.
② - With Air Conditioning.

1963 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
401" V8 Eng. (Synchro-mesh)	2GC 7023041
401" V8 Eng. (Auto. Trans.)	2GC 7023042
401" V8 Eng. (Auto. Trans.) Late	2GC 7023145
401" V8 Eng. (Air Cond.)	2GC 7023043
401" V8 Eng. (Air Cond.) Late	2GC 7023146
BUICK SPECIAL	
198" V6 Eng. (Synchro-mesh)	2GC 7023049
198" V6 Eng. (Auto. Trans.)	2GC 7023048
215" V8 Eng. (Synchro-mesh)	2GC 7023047
215" V8 Eng. (Auto. Trans.) Early	2GC 7023046
215" V8 Eng. (Auto. Trans.) Late	2GC 7023142

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ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1963 MODELS (Continued)

CHECKER	Rochester No.
226" 6 Cyl. Eng. (Early)	2GC 7023096
226" 6 Cyl. Eng. (Late)	2GC 7023086
CHEVROLET	
283" V8 Eng. (Synchro-mesh)	2GC 7023007
283" V8 Eng. (Auto. Trans.)	2GC 7023008
283" V8 Eng. (Auto. Trans.) Air Cond.	2GC 7023018
OLDSMOBILE (EXC. F-85)	
394" V8 Eng.	2GC 7023052
394" V8 Eng. (Air Cond.)	2GC 7023053
OLDSMOBILE F-85	
215" V8 Eng. (Synchro-mesh)	2GC 7023056
215" V8 Eng. (Auto. Trans.)	2GC 7023058
PONTIAC (EXC. TEMPEST)	
389" V8 Eng. (Synchro-mesh)	2GC 7023066
389" V8 Eng. (Auto. Trans.) Std.	2GC 7023060
389" V8 Eng. (Auto. Trans.) Std. Air Cond.	2GC 7023061
389" V8 Eng. (Auto. Trans.) Econ.	2GC 7023063
389" V8 Eng. (Auto. Trans.) Econ. Air Cond.	2GC 7023064
PONTIAC TEMPEST	
326" V8 Eng. (Synchro-mesh)	2GC 7023071
326" V8 Eng. (Auto. Trans.)	2GC 7023062

1964 MODELS

BUICK & BUICK SPECIAL	
300" V8 Eng. (Synchro-mesh)	2GC 7024047
300" V8 Eng. (Auto. Trans.)	2GC 7024046
CHECKER	
283" V8	2GV 7024100
283" V8	2GV 7024183
283" V8	2GV 7024186
CHEVROLET	
283" V8 Eng. (Synchro-mesh)	2GV 7024101
283" V8 Eng. (Auto. Trans.) Early	2GV 7024100
283" V8 Eng. (Auto. Trans.) Late	2GV 7024106
283" V8 Eng. (Air Cond.) Early	2GV 7024102
283" V8 Eng. (Air Cond.) Late	2GV 7024108
OLDSMOBILE & OLDS F-85	
330" V8 Eng. (Synchro-mesh)	2GC 7024058
330" V8 Eng. (Synchro-mesh) Air Cond.	2GC 7024059
330" V8 Eng. (Auto. Trans.)	2GC 7024056
330" V8 Eng. (Auto. Trans.) Air Cond.	2GC 7024057
394" V8	2GC 7024052
394" V8 (Air Cond.)	2GC 7024053
PONTIAC & PONTIAC TEMPEST	
326" V8 Eng. (Synchro-mesh)	2GC 7023071
326" V8 Eng. (Auto. Trans.)	2GC 7024062
389" V8 Eng. (Synchro-mesh)	2GC 7023066
389" V8 Eng. (Auto. Trans.)	2GC 7023060
389" V8 Eng. (Auto. Trans.) Air Cond.	2GC 7023061
389" V8 Eng. (Economy)	2GC 7023063
389" V8 Eng. (Economy) Air Cond.	2GC 7023064

1965 MODELS

BUICK & BUICK SPECIAL	Rochester No.
300" V8 (Synchro-mesh)	2GC 7025047
300" V8 (Auto. Trans.)	2GC 7025046

1965 MODELS (Continued)

CHECKER	Rochester No.
283" V8	2GV 7024100
283" V8	2GV 7024183
283" V8	2GV 7024186
327" V8	2G 7025089
CHEVROLET, CHEVELLE, CHEVY II	
283" V8 195 HP (Synchro-mesh)	2GV 7024101
283" V8 195 HP (Synchro-mesh) Air Cond.	2GV 7025103
283" V8 195 HP (Auto. Trans.)	2GV 7024110
283" V8 195 HP (Auto. Trans.) Air Cond.	2GV 7024112
OLDSMOBILE & F 85	
330" V8 (Synchro-mesh)	2GC 7025058
330" V8 (Synchro-mesh) Air Cond.	2GC 7025159
330" V8 (Auto. Trans.)	2GC 7025056
330" V8 (Auto. Trans.) Air Cond. F-85	2GC 7025156
330" V8 (Auto. Trans.) Air Cond. J-88	2GC 7025057
425" V8 (Synchro-mesh)	2GC 7025152
425" V8 (Auto. Trans.)	2GC 7025052
425" V8 (All Trans.) Air Cond.	2GC 7025053
PONTIAC	
389" V8 (Synchro-mesh)	2GC 7025066
389" V8 (Auto. Trans.)	2GC 7025060
389" V8 (Air Cond.)	2GC 7025061
PONTIAC TEMPEST	
326" V8 (Synchro-mesh)	2GC 7025071
326" V8 (Auto. Trans.)	2GC 7025062
389" V8 (Synchro-mesh)	2GC 7025066
389" V8 (Auto. Trans.)	2GC 7025060
389" V8 (Air Cond.)	2GC 7025061
STUDEBAKER	
283" V8 (Synchro-mesh) Early	2GV 7024101
283" V8 (Synchro-mesh) Late	2GV 7024110
283" V8 (All Trans.) Late	2GV 7025088

1966 MODELS

BUICK	
225" V6 (No A.I.R.)	
(Synchro-mesh)	2GC 7026145
(Auto. Trans.)	2GC 7026144
225" V6 (With A.I.R.)	
(Auto. Trans.)	2GC 7036144
300" & 340" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7026047 & 7026147
(Auto. Trans.)	2GC 7026046 & 7026146
300" V8 (With A.I.R.)	
(Auto. Trans.)	2GC 7036046 & 7036146
340" V8 (With A.I.R.)	
(Auto. Trans.)	2GC 7036048 & 7036148
CHECKER	
283" V8	2GV 7024183 & 7024186
327" V8	2G 7025089
CHEVY II, CHEVELLE, CHEVROLET	
283" 195 HP V8 (No A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GV 7024101
(Synchro-mesh - With Air Cond.)	2GV 7025103
(Auto. Trans. - No Air Cond.)	2GV 7024110
(Auto. Trans. - With Air Cond.)	2GV 7024112
283" 195 HP V8 (With A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GV 7036101
(Synchro-mesh - With Air Cond.)	2GV 7036103
(Auto. Trans. - No Air Cond.)	2GV 7036110
(Auto. Trans. - With Air Cond.)	2GV 7036112

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ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1966 MODELS (Continued)

OLDSMOBILE

330" V8 (No A.I.R.)	Rochester No.
(All Trans. - No Air Cond.)	2GC 7026058
(All Trans. - With Air Cond.)	2GC 7026059
330" V8 (With A.I.R.)	
(All Trans. - No Air Cond.)	2GC 7036058
(All Trans. - With Air Cond.)	2GC 7036159
425" V8 (No A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GC 7026054
(Auto. Trans. - No Air Cond.)	2GC 7026052
(All Trans. - With Air Cond.)	2GC 7026053
425" V8 (With A.I.R.)	
(All Trans. - No Air Cond.)	2GC 7036052
(All Trans. - With Air Cond.)	2GC 7036053

PONTIAC

389" V8 (No A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GC 7026066
(Auto. Trans. - No Air Cond.)	2GC 7026060
(Auto. Trans. - With Air Cond.)	2GC 7026061
389" V8 (With A.I.R.)	
(Auto. Trans. - No Air Cond.)	2GC 7036060
(Auto. Trans. - With Air Cond.)	2GC 7036061

PONTIAC TEMPEST

326" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7026071
(Auto. Trans.)	2GC 7026062
326" V8 (With A.I.R.)	
(Synchro-mesh)	2GC 7036071
(Auto. Trans.)	2GC 7036062

STUDEBAKER

283" V8	
(Synchro-mesh)	2GV 7024101 & 7025088
(Auto. Trans.)	2GV 7024110 & 7025088

1967 MODELS

BUICK

225" V6 (No A.I.R.)	
(Synchro-mesh)	2GC 7027042
(Auto. Trans.)	2GC 7027040
225" V6 (With A.I.R.)	
(Auto. Trans.)	2GC 7027041
300" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7027046
(Auto. Trans.)	2GC 7027044 & 7037034
300" V8 (With A.I.R.)	
(Auto. Trans.)	2GC 7027045
340" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7027046
(Auto. Trans.)	2GC 7037034 & 7027049

CHECKER

283" V8 (Std. - No A.I.R.)	2GV 7024186
283" V8 (With A.I.R.)	2GV 7037080
327" V8	2G 7025089

CHEVY II, CHEVELLE, CHEVROLET & CAMARO

283" & 327" V8 (No A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GV 7027101
(Synchro-mesh - With Air Cond.)	2GV 7027103
(Auto. Trans. - No Air Cond.)	2GV 7027110 & 7027114
(Auto. Trans. -With Air Cond.)	2GV 7027112 & 7027116
283" & 327" V8 (With A.I.R.)	
(Synchro-mesh - No Air Cond.)	2GV 7037101
(Synchro-mesh - With Air Cond.)	2GV 7037103
(Auto. Trans. - No Air Cond.)	2GV 7037110
(Auto. Trans. - With Air Cond.)	2GV 7037112

1967 MODELS (Continued)

OLDSMOBILE

330" V8 (No A.I.R.)	Rochester No.
(All Trans. - Std.)	2GC 7037052
(All Trans. - With K-50)	2GC 7027035
(All Trans. - With Air Cond.)	2GC 7037050
(All Trans. - K-50 & Air Cond.)	2GC 7027133
330" V8 (With A.I.R.)	
(All Trans. - No Air Cond.)	2GC 7037053
(All Trans. - With Air Cond.)	2GC 7037051
400" & 425" V8 (No A.I.R.)	
(Synchro-mesh - Std.)	2GC-7037058
(Auto. Trans. - Std.)	2GC 7037054
(All Trans. - With K-50)	2GC 7027033
(All Trans. - With Air Cond.)	2GC 7037056
(All Trans. - K-50 & Air Cond.)	2GC 7027136
400" & 425" V8 (With A.I.R.)	
(All Trans. - No Air Cond.)	2GC 7037055
(All Trans. - With Air Cond.)	2GC 7037057
425" V8 (With "C.C.S.")	
(All Trans. - No Air Cond.)	2GC 7027238
(All Trans. - With Air Cond.)	2GC 7027139

PONTIAC & TEMPEST

326" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7027071
(Auto. Trans.)	2GC 7027062
326" V8 (With A.I.R.)	
(Synchro-mesh)	2GC 7037071
(Auto. Trans.)	2GC 7037062
400" V8 (No A.I.R.)	
(Synchro-mesh)	2GC 7027066
(Auto. Trans. - No Air Cond.)	2GC 7027060
(Auto. Trans. - With Air Cond.)	2GC 7027061
400" V8 (With A.I.R.)	
(Synchro-mesh)	2GC 7037066
(Auto. Trans.)	2GC 7037061
400" V8 (With "C.C.S.")	
(Auto. Trans.)	2GC 7037162

K-50 - Oldsmobile Climatic Combustion Control option. See DESCRIPTION.

►CHANGES, CAUTIONS, CORRECTIONS

►*"A.I.R." CARBURETOR NOTE:* These carburetors are used on engines with Air Injection Reactor exhaust emission control system and are special units with different jet calibrations and specifications.

►*OLDSMOBILE "C.C.S." CARBURETOR NOTE:* These carburetors used on engines with Controlled Combustion System for exhaust emission control without using other elements of the A.I.R. system (no air pump or air injection lines).

►*PONTIAC "C.C.S." CARBURETOR NOTE:* This carburetor used on engines with Controlled Combustion System (specially calibrated carburetor and distributor) for exhaust emission control without using other components of the A.I.R. system (no air pump or air injection lines).

►*1962 BUICK (EXCEPT SPECIAL) HESITATION ON ACCELERATION CORRECTION:* On early carburetors (prior to change letter "B" on identification tag), if this complaint noted after engine warmed up, correct by installing new Power Piston No. 7006323. ***NOTE** - Carburetors with change letter "B" or later have this new piston installed.*

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ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

► *1962 BUICK SPECIAL AUTOMATIC CHOKE CHANGES FOR IMPROVED PERFORMANCE (Cars with V6 Engine):* On early carburetors, following modifications will cause choke to open more quickly and remain in off position during cold weather operation for improved performance:

Choke Baffle - On carburetors prior to change letter "B" (on identification tag), install new Choke Baffle No. 7010598 (copper colored) having reduced height of 1/16". *Carburetors with change letter "B" or later have this new baffle.*

Choke Housing Outlet Restriction - On Synchro-mesh Carburetors prior to change letter "C" (on identification tag), increase outlet restriction from .081" to .093" using a hand drill only *(CAUTION - Use care not to deepen outlet hole). Carburetors with change letter "C" or later have this larger restriction size.*

Heat Insulator Tube - On early cars, install Heat Tube Insulator No. 1170891 which is longer and of heavier material for better insulation.

► *1963 BUICK SPECIAL V6 ENGINE FLAT SPOT DURING WARM-UP CORRECTION (CARBURETORS BEFORE CHANGE LETTER "A" OR "B" ON CODE TAG):* Modify carburetors as follows: *NOTE - Ignore instructions found in package.*

Automatic Transmission Cars - Install Flat Spot Package, Part No. 1396331 as follows: On carburetors before change letter "A" on code tag, install new choke baffle which will hold choke on slightly longer. On carburetors before change letter "B" on code tag, install new cluster assembly. After installing the above parts, install the "B" code tag found in package. If the exhaust manifold valve thermostat spring does not have a 1/8" "notch" in hook end, install the new type spring which will provide more heat to carburetor.

Synchro-mesh Transmission Cars - Install Flat Spot Package, Part No. 1396332 as follows: On carburetors before change letter "A" on code tag, install new cluster assembly, then install the "A" code tag from package. If the exhaust manifold valve thermostat spring does not have a 1/8" "notch" in hook end, install the new type spring which will provide more heat to carburetor. Increase accelerating pump stroke by bending pump rod as required to obtain a 7/8" setting.

► *1963 BUICK SPECIAL V8 ENGINE WITH AUTO TRANS. FLAT SPOT DURING WARM-UP CORRECTION (CARBURETOR NO. 7023046):* Install Flat Spot Package, Part No. 7026697. *NOTE - Ignore instructions found in package.* Replace .046" main metering jets with .047" jets and replace venturi cluster assembly. Remove and discard choke piston and link, and fast idle cam. Drill through choke housing inlet into choke housing using a 5/32" drill. Blow out all chips, then press in .078" restriction flush with casting. Install the new choke piston and link from package, then install choke housing cover and set at INDEX. Install air horn on carburetor and install new fast idle cam from package. Adjust choke rod and fast idle cam (see "Choke Rod Adjustment" below). After installing all parts from package, install new part number (7023142) code tag. Adjust idle speed and mixture.

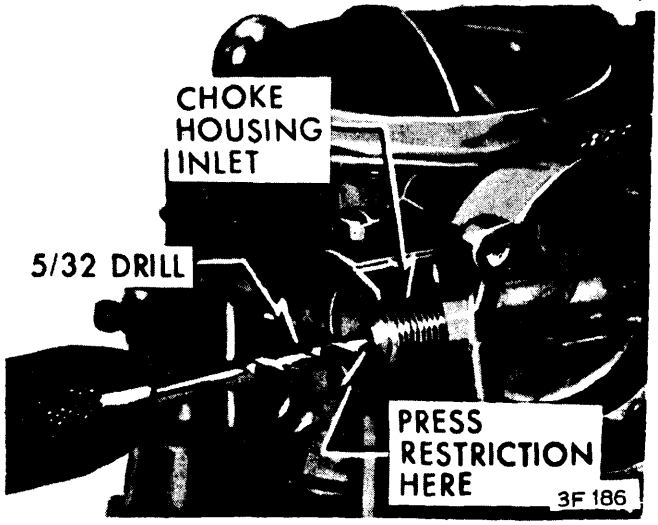
► *1965 BUICK STUMBLE ON ACCELERATION DURING WARM-UP CORRECTION:* On early cars, with pump connector rod in OUTER hole of pump shaft lever, change pump rod to INNER hole and adjust accelerating pump setting to 1 5/32" (was 1 11/32" in outer hole). *See Specifications and Adjustments. NOTE - Cars after Dec. 15, 1964 have pump rod connected in inner hole and new setting.*

► *1966 BUICK STALLING AFTER STARTING CORRECTION (All Models):* Make certain that correct starting technique used (push accelerator pedal to floor once only to allow choke to close and position fast idle cam, do not tap throttle again until engine begins to pick up speed, then tap throttle to position fast idle cam on warm-up step to prevent excessive speed during prolonged warm-up). Check the following adjustments: Fast Idle Speed, Fast Idle Cam Position, and Automatic Choke Setting. Make certain choke valve operates freely and is barely closed at 80°F. *NOTE* - For repeated complaints, choke may be set not more than 2 Notches Richer than specified setting (richer setting may result in car not starting in extreme cold weather due to overchoking).

► *1958-60 CHEVROLET HESITATION OR STUMBLE DURING WARM-UP OR LOW SPEED ACCELERATION (Auto. Trans. Cars with 2GC 7012452, 7013008, 7013018 Carbs.):* On carburetors prior to change letter "D" (on brass identification tag), correct by installing Pump Modification Kit No. 7019742 (New Pump Assembly and Pump Return Spring) and install new identification tag stamped "D" (furnished in package). *NOTE - Carburetors with change letter "D" or later have above modification incorporated.*

► *1959 OLDSMOBILE STUMBLE ON LIGHT ACCELERATION CORRECTION:* On carburetors not stamped "M8" or later on brass identification tag, correct by increasing Pump Rod Setting 1/16" (to 1 8/16") to provide greater pump capacity. *See Adjustments. NOTE - Carburetors stamped "M8" or later have new shorter pump plunger with greater capacity and should be set to specifications.*

► *1960 OLDSMOBILE HESITATION & STUMBLE CORRECTION:* On early cars (with no change letter stamped on brass identification tag), install all parts furnished in Modification Kit No. 7017980 (2GC 7015052), new Accelerating Pump No. 7016475 only (2GC 7015058), and install new identification tag stamped "MOD" (furnished in package). *(Continued)*



1963 BUICK CHOKE HOUSING INLET DRILLING

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

► *1960 OLDSMOBILE CHOKE STICKING CORRECTION (Carburetors stamped "A" on brass identification tag):* This condition caused by choke link going over center. Correct by installing new Intermediate Lever and Shaft furnished in Kit No. 7017981. Install new identification tag stamped "B" (furnished in kit). *NOTE - Carburetors with change letter "B" or later on tag do not require modification.*

► *1961 PONTIAC TEMPEST STUMBLE CORRECTION (In High Temperature Areas):* Install pump connector rod in INNER hole of pump shaft lever. *CAUTION - Rod must be changed to outer hole for Accelerating Pump Rod adjustment.*

► *1961 PONTIAC (EXCEPT TEMPEST) LEAN CONDITION DURING WARM-UP CORRECTION (Auto. Trans. Cars):* On carburetors prior to change letter "A" (stamped on identification tag), install all parts furnished in Modification Kits as follows: No. 7020464 (Carburetors 7019070, 1, 2, 3), No. 7020465 (Carburetors 7019074, 5, 6, 7).

► *1961 PONTIAC (EXCEPT TEMPEST) IMPROVED COLD STARTING CORRECTION:* Make certain that throttle rod connected in middle hole of carburetor throttle lever (change from upper hole on early cars).

► *1963 PONTIAC TEMPEST (EARLY CARS) EXCESSIVE RICHNESS (LOADING) AFTER STARTING WARM ENGINE:* On early automatic transmission cars, excessive loading on restart after a short stop can be corrected as follows: Remove choke coil cover and choke baffle, then rotate fast idle cam so screw is on high step of cam. Rotate choke piston lever counterclockwise as far as possible (choke should be fully closed). If choke piston is not extending out of cylinder .060-.080", bend choke intermediate rod as necessary to obtain this measurement.

► *1964 PONTIAC & TEMPEST FUEL STARVATION CORRECTION:* May be caused by sticking inlet valve needle causing float bowl to run dry. Correct by installing Float Valve Clip No. 7006474. *NOTE - Clip installed in production on later cars and should be installed whenever carburetor being reconditioned.*

► *1964 PONTIAC & TEMPEST LOADING CORRECTION (Auto. Trans. Cars with Carbs. 7024062, 7023060, or 7023061):* Replace original Choke Piston with new type No. 7029358. See Intermediate Choke Rod Adjustment for settings. *NOTE - Carburetors with identification tag letter "C" (7023060 & 7024062), "D" (7023061) or later have this new piston.*

► *1965 PONTIAC & TEMPEST STUMBLE ON ACCELERATION WITH COLD ENGINE CORRECTION: Make changes as follows:*

Carburetors before Tag Letter "J" - Install new Accelerating Pump Assembly No. 7017776 (identified by Green spring). Change float setting to 19/32" (was 5/8"). *See Adjustments.*

Carburetors with Tag Letter "J" or "K" - Change float setting to 19/32" (was 5/8"). *See Adjustments.*

1965 PONTIAC ENGINE LEANNESS CORRECTION (Air Conditioned Cars with Rochester 2GC Carbs.): If leanness noted at idle or low speed operation, correct by replacing original .060" main metering jet with .061" jet.

1965 PONTIAC CARBURETOR PUMP PLUNGER CHANGE (All Rochester 2GC Carburetors except Triple Carbs.): New pump plunger assembly, Part No. 7031003, used in production on later carburetors and should be installed as service replacement on all carburetors. This plunger has plastic tip and no plunger ball check.

► *1965-66 PONTIAC & TEMPEST COLD ENGINE STUMBLE CORRECTION (Cars with Rochester 2GC Carbs.):* Correct by installing all parts in Parts Pkg. 7033045 (Pontiac), 7033046 (Tempest) and making all carburetor adjustments listed for these carburetors. *NOTE* - On 1966 Tempest carburetors, if choke housing casting number is 7031887, install new housing No. 7029458 (stamped 7029459).

CARBURETOR IDENTIFICATION

Rochester carburetor number is stamped on upper part of tag attached to carburetor. A letter ("A", "B", etc.) stamped in box on lower left corner of tag indicates successive engineering changes or modifications made in production (each succeeding letter indicates all previous modifications are also included). *NOTE* - A.I.R. carburetors **square** tag, all other carburetors have **triangular** tag.

DESCRIPTION

2-Barrel downdraft types with manual choke (2G), integral automatic choke with choke vacuum piston (2GC), separate "well" type automatic choke and Vacuum Break assembly instead of choke vacuum piston (2GV Carburetors). Carburetors with plastic cellular floats require special Float Level and Float Drop settings (see Adjustments).

Oldsmobile "Climatic Combustion Control" - This device consists of a thermostatically controlled heated air inlet in the air cleaner (heated air drawn from stove on right hand exhaust pipe) which provides carburetor air temperature of 100°F when underhood temperature is less than 100°F.

ADJUSTMENT

IDLE SETTING CAUTIONS (CARS WITH IDLE COMPENSATOR) - Make sure that idle compensator is closed when adjusting idle speed. If necessary, idle compensator valve can be held closed with a pencil. After idle speed is adjusted, press down on idle compensator valve to see if speed is affected. If speed drops, readjust idle speed, being sure that idle compensator valve is closed.

BUICK NOTE - Transmission idle stator switch must be closed when making idle adjustment. Check by disconnecting switch connector. If idle speed does not decrease, switch was not closed. Adjust switch and readjust idle speed and mixture. On cars with Automatic Level Control, vacuum hose must be disconnected at compressor tank end and plugged when making idle speed and mixture adjustment.

CHEVROLET NOTE - On cars with Automatic Level Control, idle adjustment must be made exactly as follows: Adjust Level Control reservoir pressure to 70 lbs. (use Shrader valve on compressor), adjust idle mixture with compressor operating, then with compressor off (crimp hose or disconnect hose and block vacuum source), check idle speed and adjust as necessary, then readjust idle mixture for best compromise between compressor operating and compressor not operating conditions.

(Continued)

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1959-65 CARBURETOR ADJUSTMENT SPECIFICATIONS

Rochester Carb. No.	Hot Idle Speed (Engine RPM)		Float Setting ①		Choke Setting	Choke Rod Setting ①	Unloader Setting	Accel. Pump Rod Setting ①	Idle Vent ①
	Synchro-mesh	Auto. Trans.	Level	Drop					
7013007	475	.....	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7013008	.....	450 ②	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7013018	.....	450 ②	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7013052	460	460 ②	3/4" ⑥	1 29/32"	Index	.150"	.163"	1 7/16" ⑧	1 11/32"
7013058	520 (23)	520 ② (23)	3/4" ⑥	1 29/32"	Index	.150"	.163"	1 7/16" ⑧	1 11/32"
7013060	.....	480-500 ② (23)	5/8" ⑥	1 29/32"	Index	.055"	.163" ⑦	1 5/16"	1 9/32"
7013061	480-500 (23)	.....	5/8" ⑥	1 29/32"	Index	.055"	.163" ⑦	1 5/16"	1 9/32"
7013069	.....	480-500 ② (23)	11/16" ⑥	1 29/32"	Index	.056"	.163" ⑦	1 3/16"	1 9/64"
7013075	480-500 (23)	.....	11/16" ⑥	1 29/32"	Index	.056"	.163" ⑦	1 3/16"	1 9/64"
7013082	475	450 ②	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	57/64"	1"
7015052	460	460 ②	11/16" ⑥	1 3/4"	Index ⑩	.150"	.163"	1 7/16"	1 11/32"
7015058	520 (23)	520 ② ⑤	11/16" ⑥	1 3/4"	Index ⑩	.150"	.163"	1 7/16"	1 11/32"
7015062	.....	480-500 ② ④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7015070	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.070"	.163"	1 21/64"	1 17/64"
7015072	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.070"	.163"	1 21/64"	1 17/64"
7015073	480-500 ④	.....	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019007	475	.....	1 11/32" ⑤	1 29/32"	1 Lean	.089"	.360"	1 1/8"	1"
7019008	.....	450 ②	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7019018	475	450 ②	1 11/32" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7019042	.....	525 (13) (14)	11/16" ⑥	1 29/32"	1 Rich	.036"	.081"	1 1/8"	.....
7019052	550	500 ②	(11) ⑥	(12)	Index	.150"	.163"	1 7/16"	1 11/16"
7019058	550	500 ②	(11) ⑥	(12)	Index	.150"	.163"	1 7/16"	1 11/16"
7019060	480-500 ④	.....	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019070	.....	480-500 ② ④	5/8" (6)	1 3/4"	Index	.080"	.163"	1 21/64"	1 17/64"
7019071	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 21/64"	1 17/64"
7019072	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 21/64"	1 17/64"
7019073	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 21/64"	1 17/64"
7019074	.....	480-500 ② ④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019075	.....	480-500 ② ④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019076	.....	480-500 ② ④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019077	.....	480-500 ② ④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7019090	.....	525 (13) (14)	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7019092	550	.....	9/16" ⑥	1 13/16"	1 Lean	.082"	.250"	1 3/16"	.....
7019093	525	.....	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7019095	.....	500 ② (16)	9/16" ⑥	1 13/16"	1 Lean	.082"	.250"	1 3/16"	.....
7019860	.....	580-600 ② (17)	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7019863	580-600 (17)	.....	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7020007	500	.....	1 11/16" ⑤	1 29/32"	1 Lean	.089"	.360"	1 1/8"	1"
7020008	.....	475 ②	1 11/16" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7020018	500	475 ②	1 11/16" ⑤	1 29/32"	Index	.089"	.360"	1 1/8"	1"
7020046	.....	525 ② (14)	23/32" ⑥	1 29/32"	Index	.095"	.250"	1 7/16"	.....
7020047	.....	525 ② (14)	23/32" ⑥	1 29/32"	Index	.095"	.250"	1 7/16"	.....
7020048	.....	525 ② (14)	23/32" ⑥	1 29/32"	Index	.095"	.250"	1 7/16"	.....

① - See procedure below.
② - Automatic transmission in "D" (Drive).
③ - On Air Conditioned cars, set speed at 500-520 RPM in "Drive" with Air Conditioning "OFF".
④ - 540-560 RPM on Air Conditioned cars with Air Conditioner turned "OFF".
⑤ - "Vertical Seam" type.
⑥ - "Horizontal Seam" type.
⑦ - .143-.163" permissible.
⑧ - On early carburetors (not stamped "M8" on brass tag) increase setting 1/16". *See "Pump Rod Setting Caution" below.*
⑩ - Setting for late carburetors marked by letters "A", "B", or "C" on identification tag. For early carburetors (with no letter or with "MOD" notation on brass tag), set 1 Notch Rich.
⑪ - 11/16" (Early Carbs. with "A" or no letter on tag), 1/2" (Later Carbs. with "B" or later on tag).
⑫ - 1 29/32" (Early Carbs. with "A" or no letter on tag), 1 13/16" (Later Carbs. with "B" or later on tag).
⑬ - Automatic Transmission in "N" or "P".
⑭ - 575 RPM on Air Conditioned Cars.
⑯ - 575 RPM on Air Conditioned Cars.
⑰ - With Air Conditioning OFF.
With Air Conditioning OFF (Carburetors with Idle Compensator), ON (Carburetors without Compensator).

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1959-65 CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Rochester Carb.No.	Hot Idle Speed (Engine RPM)		Float Setting ①		Choke Setting	Choke Rod Setting ①	Unloader Setting	Accel. Pump Rod Setting ①	Idle Vent ①
	Synchro-mesh	Auto. Trans.	Level	Drop					
7020049	.....	525 ② ⑭	23/32" ⑥	1 29/32"	Index	.095"	.250"	1 7/16"	.....
7020051	.....	500 ②	35/64" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020052	550	500 ②	⑱ ⑥	1 13/16"	1 Lean	.150"	.160"	1 7/16"	1 11/32"
7020053	550	.....	35/64" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020058	550	500 ②	⑱ ⑥	1 13/16"	1 Lean	.150"	.160"	1 7/16"	1 11/32"
7020060	480-500 ④	.....	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7020070	.....	480-500 ②④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 3/4"	1 17/64"
7020071	.....	480-500 ②④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 3/4"	1 17/64"
7020072	.....	480-500 ②④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 3/4"	1 17/64"
7020073	.....	480-500 ②④	5/8" ⑥	1 3/4"	Index	.080"	.163"	1 3/4"	1 17/64"
7020074	.....	480-500 ②④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7020075	.....	480-500 ②④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7020076	.....	480-500 ②④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7020077	.....	480-500 ②④	11/16" ⑥	1 3/4"	Index	.056"	.163"	1 1/8"	1 5/64"
7020140	.....	575 ⑬ ⑭	21/32" ⑥	1 29/32"	1 Lean	.052"	.180"	1"	.....
7020141	575	.....	21/32" ⑥	1 29/32"	1 Lean	.052"	.180"	1"	.....
7020142	.....	575 ⑬ ⑭	21/32" ⑥	1 29/32"	1 Lean	.052"	.180"	1"	.....
7020143	575	.....	21/32" ⑥	1 29/32"	1 Lean	.052"	.180"	1"	.....
7020146	.....	525 ⑬ ⑭	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7020147	525	.....	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7020954	550	500 ②	⑱ ⑥	1 3/4"	1 Lean	.150"	.160"	1 7/16"	1 11/32"
7020956	550	500 ②	⑱ ⑥	1 3/4"	1 Lean	.150"	.160"	1 7/16"	1 11/32"
7020957	.....	500 ②	35/64" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020959	550	.....	35/64" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020980	.....	500 ②	25/32" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020981	550	.....	25/32" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020982	.....	500 ②	25/32" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7020983	550	.....	25/32" ⑥	1 13/16"	Index	.082"	.260"	1 3/16"	.....
7023007	450-500	.....	3/4" ⑥	1 29/32"	Index	.090"	.360"	1 1/8"	1"
7023008	.....	450-500 ②	3/4" ⑥	1 29/32"	1 Lean	.090"	.360"	1 1/8"	1"
7023018	.....	450-500 ②	3/4" ⑥	1 29/32"	1 Lean	.090"	.360"	1 1/8"	1"
7023041	475	.....	21/32" ⑥	1 29/32"	Index	.095"	.260"	1 7/16"	.....
7023042	.....	475 ⑬ ⑲	21/32" ⑥	1 29/32"	Index	.095"	.260"	1 7/16"	.....
7023043	.....	475 ⑬ ⑲	21/32" ⑥	1 29/32"	Index	.095"	.260"	1 7/16"	.....
7023046	.....	500 ② ⑳	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7023047	500 ⑳	.....	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 11/32"	.....
7023048	.....	550 ② ⑳	21/32" ⑥	1 29/32"	1 Rich	.055"	.160"	1"	.....
7023049	550 ⑳	.....	21/32" ⑥	1 29/32"	Index	.055"	.160"	1"	.....
7023052	550	500 ②	13/32" ⑥	1 3/4"	1 Lean	.150"	.150"	1 7/16"	1 11/32"
7023053	550 ⑳	500 ② ⑳	13/32" ⑥	1 3/4"	1 Lean	.150"	.150"	1 7/16"	1 11/32"
7023056	550	500 ②	25/32" ⑥	1 13/16"	Index	.080"	.260"	1 3/16"	.....
7023058	600 ⑰	600 ② ⑰	25/32" ⑥	1 13/16"	Index	.080"	.260"	1 3/16"	.....
7023060	.....	480-500 ②	5/8" ⑥	1 3/4"	Index	.080"	.160"	1 11/32"	1 9/32"
7023061	.....	480-500 ② ⑰	5/8" ⑥	1 3/4"	Index	.080"	.160"	1 11/32"	1 9/32"
7023062	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.080"	.160"	1 11/32"	1 9/32"

① - See procedure below.
② - Automatic transmission in "D" (Drive).
④ - 540-560 RPM on Air Conditioned cars with Air Conditioner turned "OFF".
⑤ - "Vertical Seam" type.
⑥ - "Horizontal Seam" type.
⑬ - Automatic Transmission in "N" or "P".
⑭ - 575 RPM on Air Conditioned cars.
⑯ - 500 RPM on Air Conditioned cars.
⑰ - With Air Conditioning "OFF".
⑱ - 1/2" (Early Carburetors with "A" or no letter on tag).
13/32" (Later Carburetors with "B" or later on tag).
⑲ - 525 RPM on Air Conditioned Cars (Air Conditioner OFF).
⑳ - 550 RPM on Air Conditioned Cars (Air Conditioner OFF).

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1959-65 CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Rochester Carb. No.	Hot Idle Speed (Engine RPM)		Float Setting ①		Choke Setting	Choke Rod Setting ①	Unloader Setting	Accel. Pump Rod Setting ①	Idle Vent ①
	Synchro-mesh	Auto. Trans.	Level	Drop					
7023063	.....	480-500 ②	11/16" ⑥	1 3/4"	Index	.055"	.160"	1 1/8"	1 3/32"
7023064	.....	480-500 ② ⑰	11/16" ⑥	1 3/4"	Index	.055"	.160"	1 1/8"	1 3/32"
7023066	480-500	.....	11/16" ⑥	1 3/4"	Index	.055"	.160"	1 1/8"	1 3/32"
7023071	480-500 ④	.....	5/8" ⑥	1 3/4"	Index	.080"	.160"	1 11/32"	1 9/32"
7023086	375	425 ②	5/8" ⑥	1 29/32"	Index	.050"	.160"	1 11/32"	.....
7023096	375	425 ②	5/8" ⑥	1 29/32"	Index	.050"	.160"	1 11/32"	.....
7023142	.....	500 ② ⑳	21/32" ⑥	1 29/32"	Index	.052"	.157"	1 3/32"	.....
7023145	.....	525 ⑬ ⑭	21/32" ⑥	1 29/32"	Index	.095"	.260"	1 7/16"	.....
7023146	575 ⑭	575 ⑬ ⑭	21/32" ⑥	1 29/32"	Index	.095"	.260"	1 7/16"	.....
7024046	.....	500 ② ⑳	1/2" ⑥	1 29/32"	2 Rich	.040"	.085"	1 11/32"	.....
7024047	500 ⑳	.....	1/2" ⑥	1 29/32"	Index	.040"	.085"	1 11/32"	.....
7024052	.....	500 ②	19/32" ⑥	1 13/16"	Index	.150"	.160"	1 7/16"	1 11/32"
7024053	.....	500 ②	7/16" ⑥	1 13/16"	Index	.150"	.160"	1 7/16"	1 11/32"
7024056	600	.....	11/16" ⑥	1 13/16"	1 Lean	.080"	.250"	1 3/32"	1"
7024057	600	.....	17/32" ⑥	1 13/16"	1 Lean	.080"	.250"	1 3/32"	1"
7024058	500	500 ②	11/16" ⑥	1 13/16"	1 Lean	.080"	.250"	1 3/32"	1"
7024059	500	500 ②	17/32" ⑥	1 13/16"	1 Lean	.080"	.250"	1 3/32"	1"
7024062	.....	480-500 ② ④	5/8" ⑥	1 3/4"	Index	.080"	.160"	1 21/64"	1 17/64"
7024100	.....	500 ②	3/4" ⑥	1 3/4"	㉒	.070"	.200"	1 1/8"	1"
7024101	500	.....	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7024102	500	500 ②	3/4" ⑥	1 3/4"	㉒	.070"	.200"	1 1/8"	1"
7024106	.....	500 ②	3/4" ⑥	1 3/4"	㉒	.070"	.200"	1 1/8"	1"
7024108	500	500 ②	3/4" ⑥	1 3/4"	㉒	.070"	.200"	1 1/8"	1"
7024110	.....	㉔	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7024112	450-500	㉔	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7024155	600	.....	11/16" ⑥	1 13/16"	1 Lean	.080"	.260"	1 3/32"	1"
7024156	.....	500 ② ⑳	11/16" ⑥	1 13/16"	1 Lean	.080"	.260"	1 3/32"	1"
7024183	475	475 ②	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7024186	475	475 ②	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7025046	.....	550 ② ㉕	19/32" ⑥	1 29/32"	Index	.055"	.140"	1 5/32"	.....
7025047	550 ㉕	.....	19/32" ⑥	1 29/32"	Index	.055"	.140"	1 5/32"	.....
7025052	.....	500 ②	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025053	600 ⑰	600 ② ⑰	19/32" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025056	.....	500 ②	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025057	.....	600 ② ⑰	19/32" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025058	550	.....	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025060	.....	480-500 ②	19/32" ⑥	1 3/4"	Index	.085"	.160"	1 11/32"	1 9/32"
7025061	640-660 ⑰	540-560 ② ⑰	19/32" ⑥	1 3/4"	Index	.085"	.160"	1 11/32"	1 9/32"
7025062	.....	480-500 ②	19/32" ⑥	1 3/4"	Index	.085"	.160"	1 11/32"	1 9/32"
7025066	580-600	.....	19/32" ⑥	1 3/4"	Index	.085"	.160"	1 11/32"	1 9/32"
7025071	580-600	.....	19/32" ⑥	1 3/4"	Index	.085"	.160"	1 11/32"	1 9/32"
7025088	500	500 ②	3/4" ⑥	1 3/4"	Index	.060"	.200"	1 1/8"	1"
7025089	450-475	.....	3/4" ⑥	1 29/32"	.....	.....	.....	1 1/8"	.....
7025103	450-500	.....	3/4" ⑥	1 3/4"	㉒	.060"	.200"	1 1/8"	1"
7025152	550	.....	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025156	.....	550 ② ⑰	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"
7025159	600 ⑰	.....	3/4" ⑥	1 7/8"	Index	.150"	.160"	1 7/16"	1 11/32"

① - See procedure below.
② - Automatic transmission in "D" (Drive).
③ - 540-560 RPM on Air Conditioned cars with Air Conditioner turned "OFF".
⑥ - "Horizontal Seam" type.
⑬ - Automatic transmission in "N" or "P".
⑭ - 575 RPM on Air Conditioned cars.
⑰ - With Air Conditioning "OFF".
⑲ - 525 RPM on Air Conditioned cars with Air Conditioner "OFF".
⑳ - 550 RPM on Air Conditioned cars with Air Conditioner "OFF".
㉒ - See text for adjustment procedure.
㉔ - Set idle speed as low as possible to obtain smooth idle and prevent creep in Drive or harsh shifts during transmission operation.
㉕ - 600 RPM Air Conditioned Cars (Air Conditioner OFF).

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1966 CARBURETOR ADJUSTMENT SPECIFICATIONS

Rochester Carb. No.	Hot Idle Speed ① (Engine RPM) ② Synchro-mesh	Hot Idle Speed ① (Engine RPM) ② Auto. Trans.	Float Level Setting	Float Drop Setting	Pump Rod Setting	Idle Vent Setting	Choke Rod Setting	Unloader Setting	Auto. Choke Setting
7024101	⑦	.....	3/4" ⑪	1 3/4" ⑫	1 1/8" ⑬	1" ⑭	.060"	.215" ⑯	⑥
7024110	.....	⑧	3/4" ⑪	1 3/4" ⑫	1 1/8" ⑬	1" ⑭	.060"	.215" ⑯	⑥
7024112	.....	450-500 ⑤	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7024183	550	550	3/4"	1 3/4"	1 1/8"	1"	.060"	.200"	⑥
7024186	550	550	3/4"	1 3/4"	1 1/8"	1"	.060"	.200"	⑥
7025088	525	500-520	1 23/64"	1 29/32"	57/64"	49/64"	.060"	.200"	⑥
7025103	450-500	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7026046	.....	550 ③	1/2"	1 27/32"	1 5/32" ⑨	.....	.055"	.140"	Index
7026047	550 ③	.....	1/2"	1 27/32"	1 11/32" ⑩	.....	.055"	.140"	Index
7026052	.....	500	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7026053	575 ④	575 ④	19/32"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7026054	550	.....	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	1 Lean
7026058	600	500	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7026059	600 ④	575 ④	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7026060	.....	500	19/32"	1 3/4"	1 21/64"	.....	.085"	.160"	Index
7026061	.....	575 ④	19/32"	1 3/4"	1 21/64"	.....	.085"	.160"	Index
7026062	.....	⑮	19/32"	1 3/4"	1 21/64"	1 9/32"	.085"	.160"	Index
7026066	600	.....	19/32"	1 3/4"	1 21/64"	.....	.085"	.160"	Index
7026071	⑰	.....	19/32"	1 3/4"	1 21/64"	1 9/32"	.085"	.160"	Index
7026144	.....	550 ③	1/2"	1 27/32"	1 11/32" ⑩	.....	.055"	.140"	Index
7026145	550 ③	.....	1/2"	1 27/32"	1 5/32" ⑨	.....	.055"	.140"	Index
7026146	.....	550 ③	15/32"	1 3/4"	1 5/32" ⑨	.....	.055"	.140"	Index
7026147	550 ③	.....	15/32"	1 3/4"	1 11/32" ⑩	.....	.055"	.140"	Index
7036046	.....	600 ④	1/2"	1 27/32"	1 5/32" ⑨	.....	.055"	.140"	Index
7036048	.....	600 ④	1/2"	1 27/32"	1 5/32" ⑨	.....	.055"	.140"	Index
7036052	.....	500	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7036053	575 ④	575 ④	19/32"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7036058	600	600	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7036060	.....	600	19/32"	1 3/4"	1 21/64"	.....	.085"	.160"	Index
7036061	.....	600 ④	19/32"	1 3/4"	1 21/64"	.....	.085"	.160"	Index
7036062	.....	600 ④	19/32"	1 3/4"	1 21/64"	1 9/32"	.085"	.160"	Index
7036071	700 ④	.....	19/32"	1 3/4"	1 21/64"	1 9/32"	.085"	.160"	Index
7036101	700	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7036103	700 ④	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7036110	.....	600 ④	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7036112	.....	600 ④	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7036144	.....	600 ④	1/2"	1 27/32"	1 1/16" ⑨	.....	.055"	.140"	Index
7036146	.....	600 ④	15/32"	1 3/4"	1 5/32" ⑨	.....	.055"	.140"	Index
7036159	600 ④	600 ④	3/4"	1 7/8"	1 7/16"	1 11/32"	.150"	.160"	Index
7036248	.....	600 ④	15/32"	1 3/4"	1 5/32" ⑨	.....	.055"	.140"	Index

① - Air conditioner ON (except as noted).
② - Transmission selector lever in "D". Air conditioner ON (except as noted).
③ - Increase idle speed 50 RPM on Air Conditioned cars with air conditioner OFF.
④ - Air conditioner OFF (when equipped).
⑤ - Set as low as possible for smooth idling to prevent creep in Drive and harsh shifts in service.
⑥ - See text for adjustment procedure.
⑦ - **Chevrolet** 450-500 RPM. **Studebaker** 525 RPM.
⑧ - **Chevrolet** 450-500 RPM. Set as low as possible for smooth idling to prevent creep in Drive and harsh shifts in service. **Studebaker** 500-520 RPM.
⑨ - Pump rod in INNER hole of pump lever.
⑩ - Pump rod in OUTER hole of pump lever.
⑪ - Chevrolet only. Studebaker 1 23/64".
⑫ - Chevrolet only. Studebaker 1 29/32".
⑬ - Chevrolet only. Studebaker 57/64".
⑭ - Chevrolet only. Studebaker 49/64".
⑮ - 500 RPM (Without Air Cond.), 575 RPM (Air Cond. cars with Air Conditioner OFF).
⑯ - Chevrolet only. Studebaker .200".
⑰ - 600 RPM (Without Air Cond.), 700 RPM (Air Cond. cars with air conditioner OFF).

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

1967 CARBURETOR ADJUSTMENT SPECIFICATIONS

Rochester Carb. No.	Hot Idle Speed ① (Engine RPM) ② Synchro-mesh	Hot Idle Speed ① (Engine RPM) ② Auto. Trans.	Float Level Setting	Float Drop Setting	Pump Rod Setting	Idle Vent Setting	Choke Rod Setting	Unloader Setting	Auto. Choke Setting
7024186	450-500	450-500	3/4"	1 3/4"	1 1/8"	1"	.060"	.200"	⑥
7025089	450-500	450-500	3/4"	1 29/32"	1 1/8"	.....	.....	.....	None
7027033	550	500	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7027035	600	500	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7027040	.....	550 ③	1/2"	1 9/32"	1 1/16" ⑨	31/32"	.055"	.140"	Index
7027041	.....	600 ④	1/2"	1 9/32"	1 1/16" ⑨	31/32"	.055"	.140"	Index
7027042	550 ③	.....	1/2"	1 9/32"	1 5/32" ⑩	31/32"	.055"	.140"	Index
7027044	.....	550 ③	15/32"	1 9/16"	1 5/32" ⑨	31/32"	.055"	.140"	Index
7027045	.....	600 ④	15/32"	1 9/16"	1 5/32" ⑨	31/32"	.055"	.140"	Index
7027046	550 ③	.....	15/32"	1 9/16"	1 5/32" ⑨	31/32"	.055"	.140"	Index
7027049	.....	600 ④	15/32"	1 9/16"	1 5/32" ⑨	31/32"	.055"	.140"	Index
7027060	.....	500	9/16"	1 9/16"	1 11/32"	.....	.085"	.160"	Index
7027061	.....	600 ④	9/16"	1 9/16"	1 11/32"	.....	.085"	.160"	Index
7027062	.....	500 ⑧	9/16"	1 9/16"	1 11/32"	1 9/32"	.085"	.160"	Index
7027066	600 ⑦	.....	9/16"	1 9/16"	1 11/32"	.....	.085"	.160"	Index
7027071	600 ⑦	.....	9/16"	1 9/16"	1 11/32"	1 9/32"	.085"	.160"	Index
7027101	500	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7027103	500	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7027110	.....	⑤	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7027112	.....	⑤	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7027133	600 ④	575 ④	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7027136	575 ④ ⑪	575 ④ ⑪	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7027139	600 ⑤	600 ⑤	1/2"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7027238	600 ⑤	600 ⑤	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037034	.....	550 ③	15/32"	1 9/16"	1 5/32" ⑨	31/32"	.055"	.140"	Index
7037050	600 ④	575 ④	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037051	650 ④	600 ④	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037052	600	500	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037053	650	600	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037054	.....	500	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037055	600	500	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037056	575 ④ ⑪	575 ④ ⑪	1/2"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037057	600 ④ ⑪	575 ④ ⑪	1/2"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	Index
7037058	550	.....	19/32"	1 9/16"	1 7/16"	1 5/16"	.150"	.160"	1 Lean
7037061	.....	600 ④	9/16"	1 9/16"	1 11/32"	1 5/16"	.085"	.160"	Index
7037062	.....	600 ④	9/16"	1 9/16"	1 11/32"	1 5/16"	.085"	.160"	Index
7037066	700 ④	.....	9/16"	1 9/16"	1 11/32"	1 5/16"	.085"	.160"	Index
7037071	700 ④	.....	9/16"	1 9/16"	1 11/32"	1 5/16"	.085"	.160"	Index
7037101	700 ④	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7037103	700 ④	.....	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7037110	.....	600 ④	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7037112	.....	600 ④	3/4"	1 3/4"	1 1/8"	1"	.060"	.215"	⑥
7037162	.....	600 ④	9/16"	1 9/16"	1 11/32"	1 9/32"	.085"	.160"	Index

① - Air Conditioner ON (except as noted).
② - Transmission selector lever in Drive and Air Conditioner ON (except as noted).
③ - On Air Conditioned Cars, increase Idle speed 50 RPM with Air Conditioner OFF.
④ - Air Conditioner OFF.
- 500 RPM (283" V8). 600 RPM (327" V8)
⑥ - See text for adjustment procedure.
⑦ - 700 RPM on Air Cond. Cars (Air Cond. OFF).
⑧ - 600 RPM on Air Cond. Cars (Air Cond. OFF).
⑨ - Pump rod in inner hole of pump lever.
⑩ - Pump rod in outer hole of pump lever.
⑪ - 500 RPM on cars with Comfortron Air Conditioner with Comfortron ON.

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

OLDSMOBILE NOTE - When making idle adjustment, transmission stator must be in high angle position. On cars with automatic level control, compressor must not be operating.

Idle Speed & Mixture

See special adjustment procedure notes above.

All Carburetors (Except with Idle Air Bypass System) - If a preliminary adjustment is required to warm up the engine, turn both idle mixture screws in until lightly seated, then turn each screw out 1½ turns. Operate engine until normal operating temperature is reached with choke valve wide open and fast idle inoperative. Connect tachometer and vacuum gauge to engine, then adjust throttle stopscrew for correct engine idle speed (see "Specification Table"). Adjust each idle mixture screw for smoothest idle performance with highest vacuum and engine RPM. *See Special notes below.*

Carburetors with Idle Air Bypass System - *NOTE - These carburetors have large Idle Air Bypass Screw on side of throttle body which is used to adjust engine idle speed (conventional throttle stopscrew not used).* If preliminary adjustment required to warm up engine, turn each idle mixture screw out 1½ turns from lightly seated position, turn idle air bypass screw out 2 turns from lightly seated position. With engine at normal operating temperature, turn idle air bypass screw in or out for correct engine idle speed (see Specifications), then adjust bothidle mixture screws equally for smoothest idle performance and highest engine RPM. Recheck idle speed. *CAUTION - If idle air screw setting changed to correct engine speed, recheck idle mixture adjustment (idle mixture adjustment must always be made last).*

BUICK NOTE - With idle mixture screws set for maximum engine RPM and vacuum, turn each screw in to lean mixture until engine speed drops off 20 RPM or vacuum decreases 1/2", then turn screws out exactly 1/4 turn. If engine speed or vacuum have not returned to previous maximum figure, turn adjusting screws out 1/8 turn at a time until maximum readings are just regained. *It is especially important that A.I.R. cars be adjusted to this "lean side of best idle" setting.*

CHEVY II, CHEVELLE, CHEVROLET, CAMARO A.I.R. NOTE - On cars with A.I.R. system, turn each mixture adjusting screw in from the maximum engine RPM point until engine speed drops off 20-30 RPM (this is the "lean roll" point), then turn each screw out exactly 1/4 turn for final mixture setting.

OLDSMOBILE "C.C.S." NOTE - With idle speed set to 625 RPM with transmission in neutral (Auto. Trans. in Drive), set both idle mixture screws for smooth idling, then turn both screws in evenly to lean idle for final slow idle speed of 600 RPM with Air Cond. (or Comfortron) OFF and idle compensator held closed.

OLDSMOBILE (EXCEPT "C.C.S." CARS) NOTE - After adjusting both idle mixture screws for highest manifold vacuum and engine RPM, turn each screw out 1/4 turn for slightly richer mixture.

Carb-Airator Adjustment (Cars so Equipped) - *NOTE - Make sure Carb-Airator valve closes when engine is started after normal idle speed adjustment (70°F).* If in extreme hot temperatures (95° outside temperature), engine idle is rough and erratic, or stalling occurs, tighten the temperature screw (upper screw on Carb-Airator) one turn and road test. *CAUTION - Do not upset normal idle and do not overtighten temperature screw.* If engine idles too fast under extreme hot conditions, tighten the air screw (lower screw on Carb-Airator).

Throttle Linkage

See CARBURETOR on Car Model pages.

Fast Idle Speed (On Engine)

NOTE - This adjustment required only on cars listed below (with separate fast idle speed adjusting screw). Fast idle speed will be correct on other cars when hot or slow idle speed is correctly set. See Fast Idle (Off Engine).

Oldsmobile - With engine at normal operating temperature, and automatic transmission selector lever in Neutral "N", position fast idle cam so that fast idle adjusting screw is on high step of cam (1957-63 cars), on low step of cam and against shoulder of next highest step (1964 and later cars), adjust fast idle screw for correct fast idle engine RPM as listed in table below.

Pontiac - *NOTE - Adjustment required only on carburetors with "Idle Air Bypass System".* With engine at normal operating temperature and automatic transmission selector lever in Neutral "N" position fast idle cam so that fast idle adjusting screw is on top (highest) step of cam, adjust fast idle screw for correct fast idle engine RPM as listed in table below.

Fast Idle Speed

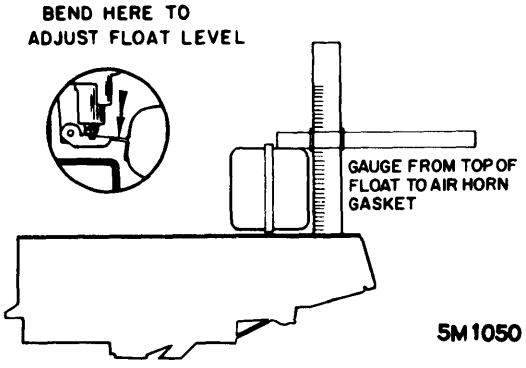
Car Model	① Engine RPM
Oldsmobile 1959-63 (exc. F-85)	② 1900
Oldsmobile 1964 (exc. F-85)	③ 1100
Oldsmobile (1964-67)	③ 900

① - On high step of fast idle cam (except as noted).
② - 2200 RPM for subzero weather.
③ - On low step of fast idle cam.

Float Level (Metal Floats)

NOTE - Two types of floats used (adjusted differently).

Floats with Vertical Seam - With air horn inverted and gasket in place, distance from face of gasket to top of float (not seam) at center of float should be as in-

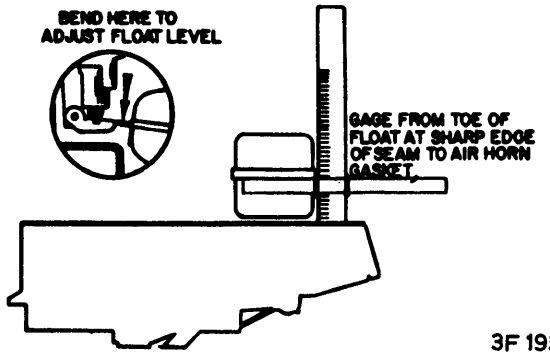


FLOAT LEVEL ADJUSTMENT (METAL FLOATS) (FLOATS WITH VERTICAL SEAM)

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

dicated in Specifications. Adjust by bending float arm as shown in illustration. Sides of float should be parallel to gauge.

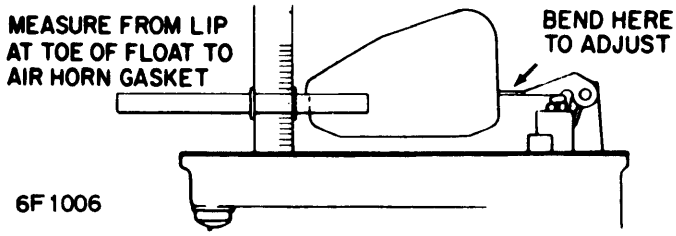
Floats with Horizontal Seam - With air horn inverted and gasket in place, distance from face of gasket to lower (sharp) edge of seam on float at outer or free end of float should be as indicated in Specifications. Adjust by bending float arm as shown in illustration. Sides of float should be parallel to gauge.



FLOAT LEVEL ADJUSTMENT (METAL FLOATS) (FLOATS WITH HORIZONTAL SEAM)

Float Level (Plastic Floats)

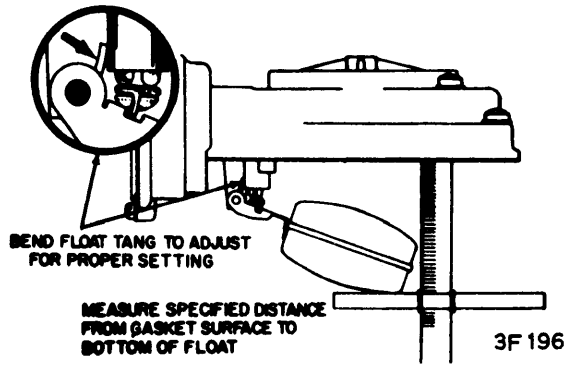
Invert air horn assembly with gasket in place, measure distance from gasket face to lip on free end of float (see illustration). If this distance not correct (see Specifications), adjust by bending float arm as shown.



FLOAT LEVEL ADJUSTMENT (PLASTIC FLOATS)

Float Drop (Metal Floats)

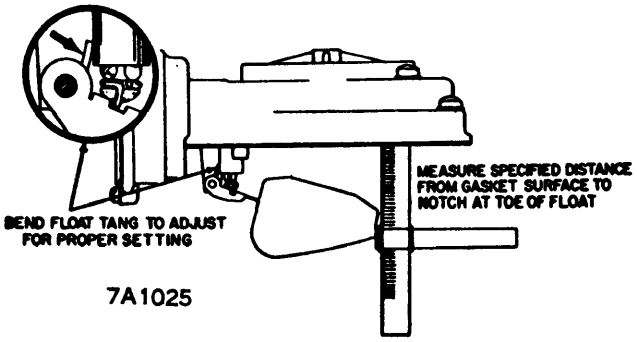
Hold air horn assembly upright (gasket in place), and measure distance from gasket to bottom of float pontoon (see illustration). Distance should be as indicated in specifications. To adjust, bend tang on float.



FLOAT DROP ADJUSTMENT (METAL FLOATS)

Float Drop (Plastic Floats)

With air horn gasket in place, hold air horn upright and measure distance from gasket face to notch on free end of float (see illustration). If this distance not correct (see Specifications), adjust by bending float arm tang as shown.

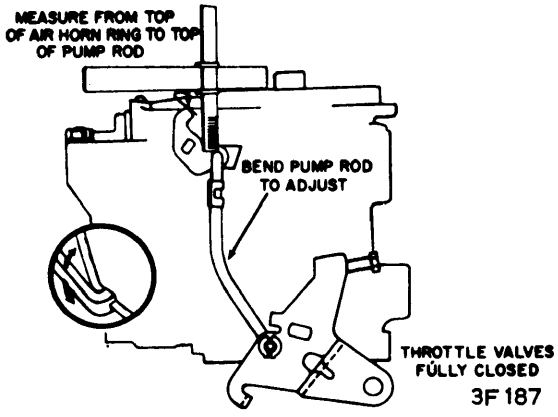


FLOAT DROP ADJUSTMENT (PLASTIC FLOATS)

Accelerating Pump

NOTE - If there are two holes in pump shaft lever, place pump connector rod in OUTER hole (except Buick see Note). With the throttle stopscrew (and fast idle screw if so equipped) backed out so the throttle valves are completely closed, measure distance from top of air horn ring to top of connector rod, using a scale or combination gauge (see "Specification Table"). To adjust, bend pump connector rod.

BUICK NOTE - For pump rod adjustment, connect pump connector rod in Outer or Inner hole of pump lever as listed for each model in Specifications. For normal operation, pump rod is connected in outer hole of pump lever. Inner hole should be used to correct an acceleration hesitation in extremely cold temperatures.



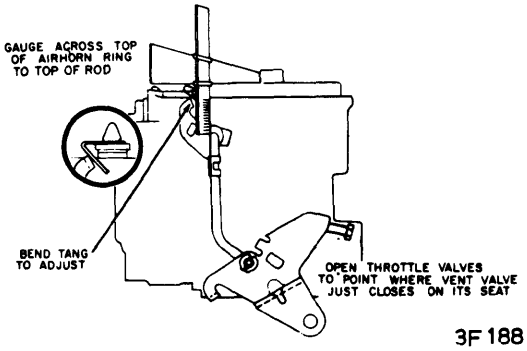
ACCELERATING PUMP ADJUSTMENT

Idle Vent

NOTE - Idle vent is not used on all carburetor models. Adjust after accelerating pump rod has been adjusted. Set "T" scale to proper dimension (see "Specification Table") and place scale in position shown in illustration. Slowly open throttle valves to the point where

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

rubber vent valve just closes on seat. Lower edge of gauge leg should just touch top of pump rod. To adjust bend tang on pump lever.



IDLE VENT ADJUSTMENT

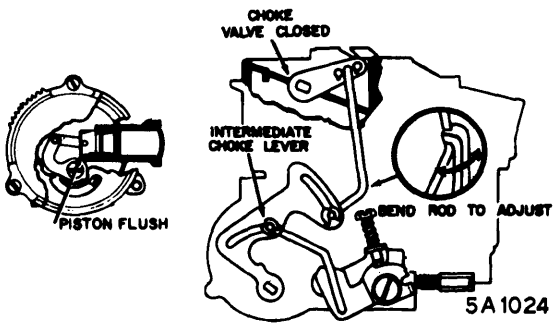
Intermediate Choke Rod (Choke Piston)

NOTE - This adjustment is not required on carburetors having automatic choke housing attached directly to air horn assembly or to carburetors with "separate" automatic choke assembly .

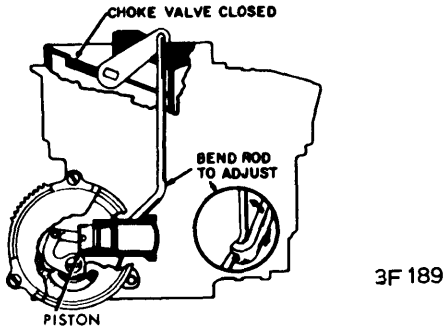
Oldsmobile - *NOTE - There are three holes in upper choke lever and adjustment below should be made with intermediate choke rod connected in CENTER hole. See Note below for "tailoring" choke setting.* With choke thermostat cover, coil assembly, and inner baffle plate removed, open throttle valve and hold choke valve completely closed by pushing up on intermediate choke lever (see illustration). Choke piston should be flush with end of cylinder or extend out of cylinder as specified in table below. Adjust by bending intermediate choke rod.

OLDSMOBILE CHOKE SETTING "TAILORING" FOR CLIMATIC & TEMPERATURE CONDITIONS - Moving intermediate choke rod to next OUTER hole (away from choke shaft) will provide richer mixture during warm-up for acceleration and load, moving intermediate rod to next INNER hole will provide leaner mixture under same operating conditions.

Buick, Pontiac, & Tempest - With the choke thermostat cover, coil assembly, and inner baffle plate removed, hold choke valve completely closed. Choke piston should be flush with end of cylinder or extend out of cylinder as specified in table below. Adjust by bending intermediate choke rod.



INTERMEDIATE CHOKE ROD ADJUSTMENT (OLDSMOBILE EXCEPT F-85)



INTERMEDIATE CHOKE ROD ADJUSTMENT (BUICK, PONTIAC, TEMPEST, OLDS F-85)

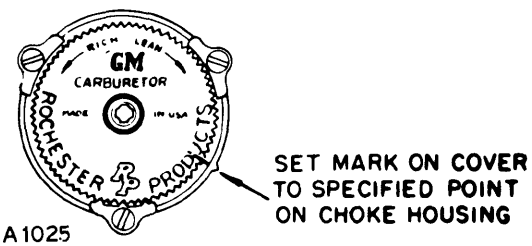
Choke Piston Setting

Car Model	Choke Piston Position
Buick 1962-63 (exc. Special)	Flush
Oldsmobile 1959	Flush
Oldsmobile 1960	3 Types (See Note)
Oldsmobile 1961-64 (exc. F-85)	1st. "V" Groove Flush
Oldsmobile 1965 (F-85)	Flush
Oldsmobile 1965 (exc. F-85) 7025052, 53	.030" Out
Oldsmobile 1965 (exc. F-85) 7025152	Flush
Oldsmobile 1966 (All Carbs.)	Flush
Oldsmobile 1967 7027033	Flush
7027035, 7027133, 7027136	1st. Groove
7027139, 7027238	1/32-1/16" Out
7037050, 51, 52, 53	1st. Groove
7037054, 55, 56, 57, 58	Flush
Pontiac 1957-60	Flush
Pontiac 1961-63 (exc. Tempest)	Flush
Pontiac 1963 (Tempest) 7023062	.040" Out
Pontiac 1963 (Tempest) 7023071	Flush
Pontiac 1964 (326" Eng.) 7023071	Flush
Pontiac 1964 (326" Eng.) 7024062	.040" Out
Pontiac 1964 (389" Eng.) 7023060, 61	Flush
Pontiac 1965 (326" Eng.)	Flush
Pontiac 1965 (389" Eng.)	Flush
Pontiac & Tempest 1966 (All Carbs)	1/32" (.030") Out
Pontiac & Tempest 1967 (All Carbs.)	Flush

► *1960 OLDSMOBILE NOTE* - Three types of vacuum pistons used. Adjust as follows: **1) Plain Piston** - End of piston flush with end of cylinder. **2) Piston with 1 Groove** - "V" groove flush with end of cylinder. **3) Piston with 2 Grooves** - First "V" groove flush with end of cylinder.

Automatic Choke (2GC Carbs.)

Loosen three retaining screws on thermostat cover, then rotate cover until index mark is in alignment with correct mark on housing as indicated in specification table. Tighten cover retaining screws.



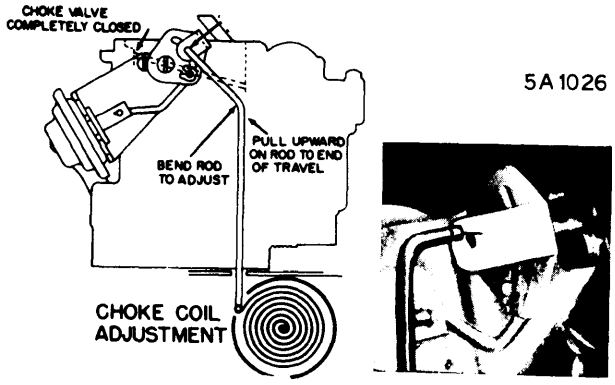
AUTOMATIC CHOKE ADJUSTMENT (2GC)

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

"Hot Water" Choke Coil - Two adjustments required: **1)** Scribe mark on inner cover must be aligned with index mark on outer cover. *CAUTION - If above marks correctly aligned, do not loosen large center screw on choke cover.* **2)** Loosen three cover retaining screws and rotate cover and coil assembly to align index mark on cover with correct graduation of scale on housing. See Specifications.

Automatic Choke (2GV Carbs.)

Disconnect choke rod at choke lever, then hold choke valve closed and pull rod up against stop in thermostat housing. Top of choke rod end should be approximately ½-1 rod diameter above top of choke valve lever hole (see illustration). To adjust, bend rod at the offset bend. *NOTE - Make sure rod will enter hole in lever freely and squarely.*



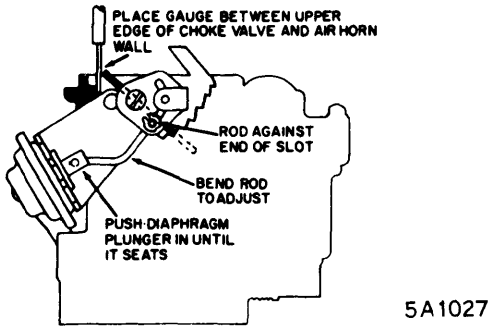
AUTOMATIC CHOKE ADJUSTMENT (2GV)

Vacuum Break (2GV Carbs.)

Press in on diaphragm plunger so that diaphragm is bottomed in housing and make certain choke valve is closed so that connecting rod is at end of slot in choke lever. Measure clearance between edge of choke valve and air horn wall (see table below). Adjust by bending connector rod (see illustration).

Vacuum Break Setting

Checker 7024183, 7024186	.090"
Chevrolet 1964-65 Carburetors	
All Synchro-mesh Carbs.	.120" (.108-.133")
All Auto. Trans. Carbs.	.090" (.080-.105")
Chevrolet 1966 Carburetors	
7024101, 7025103	.120"
7024110, 7024112	.110"
7036101, 7036103	.130"
7036110, 7036112	.110"
Chevrolet 1967 Carburetors	
7027101, 7027103	.120"
7027110, 7027112	.110"
7037101, 7037103	.130"
7037110, 7037112	.110"
Studebaker Carburetors	
7024110	.090"
7024101, 7025088	.120"



VACUUM BREAK ADJUSTMENT (2GV)

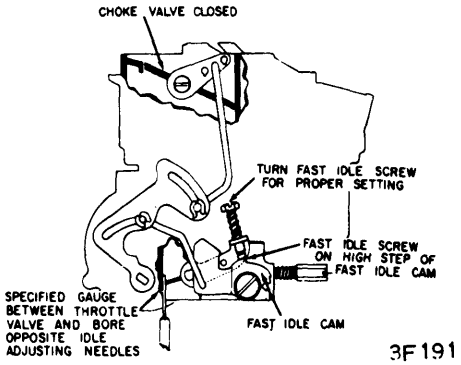
Fast Idle (Off Engine)

NOTE - A separate fast idle adjustment is not required, except on cars indicated below, as fast idle speed is properly set when hot (or slow) idle speed is adjusted (with choke rod in proper adjustment).

Oldsmobile (Except F-85) & Pontiac (With Idle Air Bypass System) - For preliminary setting (with carburetor off engine), close choke valve to rotate fast idle cam so that fast idle adjusting screw is on high step of cam, adjust fast idle screw for throttle valve opening or clearance between edge of valve and carburetor wall as listed below. Make final adjustment with carburetor on engine.

Fast Idle Setting (Off Engine)

Car Model	Throttle Valve Opening
Oldsmobile 1959-63	.030"
Pontiac 1958-60	.037"



FAST IDLE ADJUSTMENT (OFF ENGINE)
(OLDSMOBILE EXCEPT F-85)

Choke Rod (2GC & 2GV Carbs.)

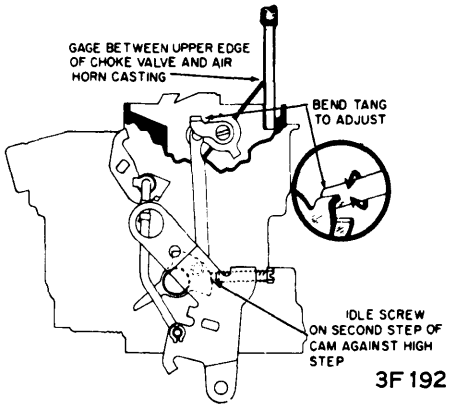
Different adjustments required as follows:

Carburetors with Single Connector Rod - On all models except Oldsmobile 1959 & Later Carburetors (not including F-85), turn throttle stopscrew in until it just contacts low step of fast idle cam (without separate fast idle screw) or until it contacts stop (with separate fast idle screw), then turn stopscrew in one full turn additional. On carburetors with separate fast idle screw, turn this screw in until it contacts low step of fast idle cam. Position throttle stopscrew (or separate fast idle screw) on second step of fast idle cam and against shoulder of high step. With choke valve and linkage in this position, check clearance between upper edge of

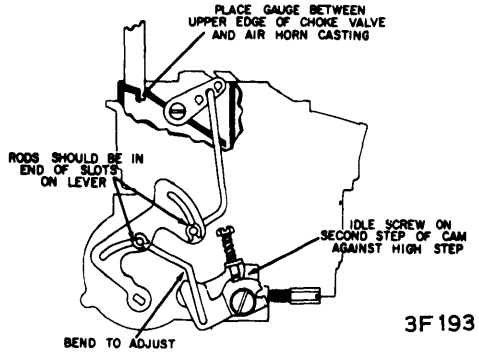
ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

choke valve and air horn wall (see Specifications). If clearance not correct, adjust by bending tang on choke shaft lever and collar assembly (see illustration).

Carburetors with "Split Choke" (With Intermediate Choke Lever & Two Connector rods) - On Oldsmobile 1959 & later carburetors (except F-85), position throttle stopscrew and fast idle screw in same manner as for "Single Connector Rod" above. Position fast idle screw on second step of fast idle cam and against shoulder of high step, make certain intermediate choke rod and upper choke rod are at ends of slots in intermediate choke lever by pressing upward on lever (see illustration). With choke valve and linkage in this position, measure clearance between upper edge of choke valve and air horn wall (see Specifications). If clearance not correct, adjust by bending lower choke rod.



CHOKE ROD ADJUSTMENT (BUICK, PONTIAC, TEMPEST, OLDS F-85)

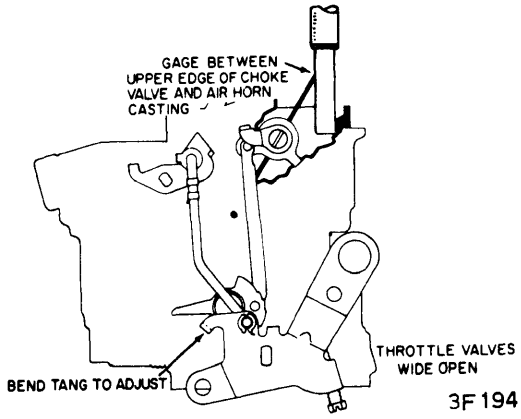


CHOKE ROD ADJUSTMENT (OLDSMOBILE EXC. F-85)

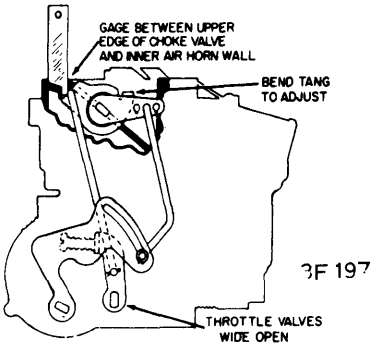
Unloader (2GC & 2GV Carbs,)

With throttle valves held wide open, distance between upper edge of choke valve and wall of air horn should be as indicated in specification table. To adjust, bend tang on throttle lever (Exc. Oldsmobile); bend tang on unloader lever (Oldsmobile).

PONTIAC UNLOADER CHECKING NOTE - It is recommended that the throttle valves be opened by depressing accelerator pedal forcibly to the floor (by someone sitting in drivers seat) to simulate actual driving conditions. Make certain that pedal does not strike hump over transmission. The above procedure will eliminate all variances in floor mat, linkage, or pedal location.



UNLOADER ADJUSTMENT (BUICK, PONTIAC, TEMPEST, OLDS F-85)



UNLOADER ADJUSTMENT (OLDSMOBILE EXCEPT F-85)

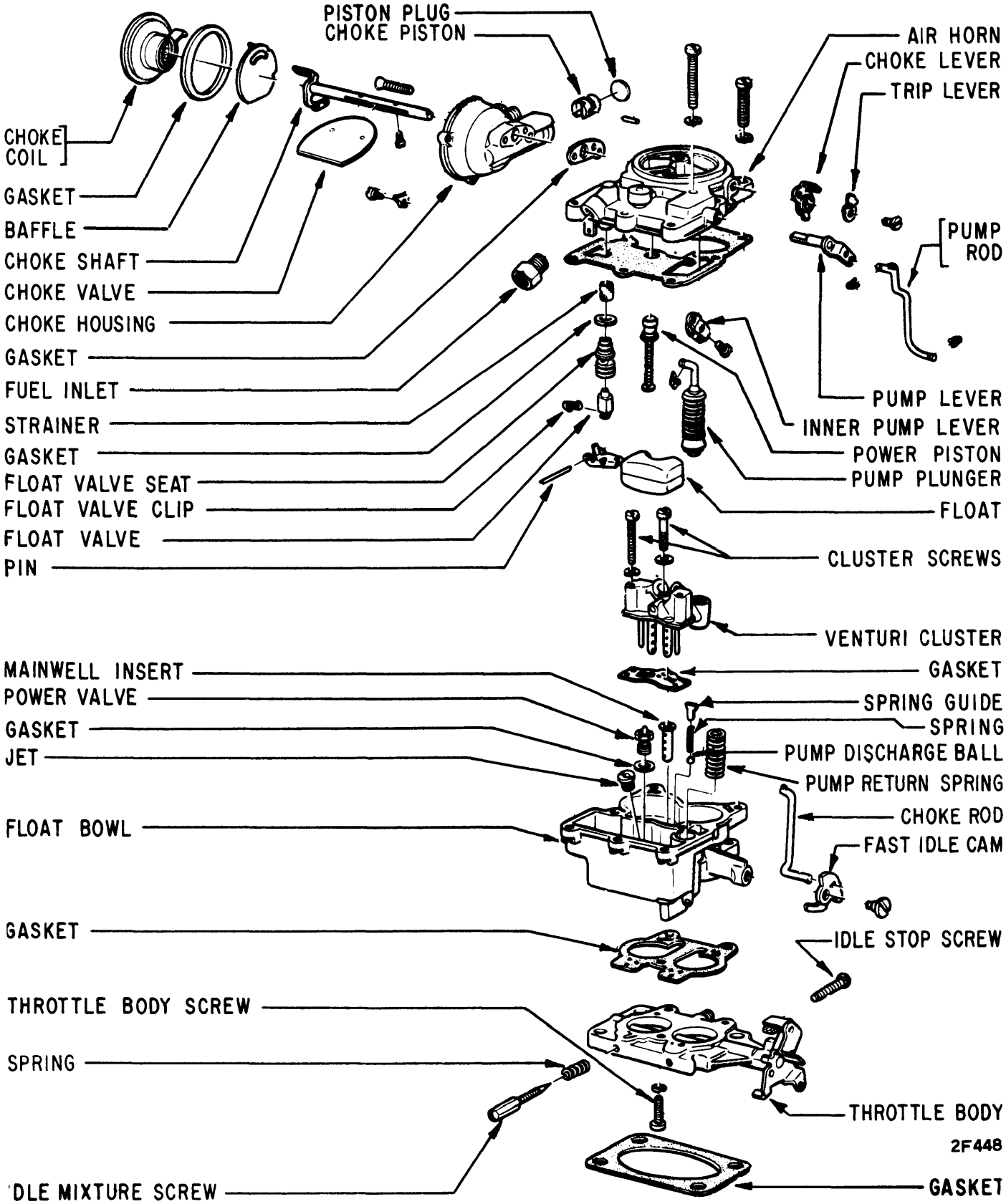
OVERHAUL

►*2G CARBURETOR OVERHAUL NOTE:* These carburetors (used as "Front" and "Rear" carburetors in Triple installations) contain only Float, Pump, and Main Metering Systems. Disregard other data below when overhauling these models.

Disassembly

Air Horn - On carburetors with automatic choke mounted on air horn, see "Automatic Choke" below for disassembly. Remove fuel inlet fitting, gasket and screen. Remove retaining screw and vent valve and shield. Remove pump rod and choke intermediate rod, then remove choke trip lever and fast idle link and lever. Remove attaching screws and separate air horn from main body, then remove float and needle valve assembly. Disconnect intake needle valve from float. Remove intake needle seat and gasket, and remove filter from needle seat bore. Remove power piston by depressing stem and allowing it to snap free (or hold stem and tap lightly on air horn). Remove pump plunger assembly from pump arm, then loosen setscrew on pump inner arm and remove pump outer lever and shaft. If choke valve is to be replaced, remove valve from shaft and slide shaft out of air horn. *(Continued)*

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)



ROCHESTER 2-BARREL CARBURETOR ASSEMBLY (TYPICAL)

ROCHESTER 2G, 2GC, 2GV 2-BARREL (Continued)

Main Body (Float Bowl) - Remove pump inlet filter screen, pump plunger return spring, and inlet check ball from bottom of pump cylinder. On carburetors with idle compensator valve, take out attaching screws and remove idle compensator and gasket. Remove main metering jets and power valve. Take out venturi cluster retaining screws and lift out venturi cluster, gasket, and main well inserts (Chevrolet only). *CAUTION* - Do not attempt to disassemble venturi cluster. Use needle nose pliers to lift out pump discharge spring guide, remove spring and pump discharge check ball. Invert float bowl assembly, remove three throttle body attaching screws, lift off throttle body and gasket.

Throttle Body - On carburetors with automatic choke mounted on throttle body, see Automatic Choke data below for disassembly of automatic choke. On all models, remove fast idle cam or fast idle lever, remove both idle mixture adjusting screws and springs. *DO NOT remove throttle valves or shaft (cannot be assembled correctly in relation to idle discharge ports).*

Automatic Choke (Type mounted on Air Horn) - Take out three choke cover attaching screws and retainers, remove choke cover and thermostatic coil assembly, cover gasket, and baffle plate. Take out retaining screw at end of choke shaft, carefully pry off choke trip lever and fast idle choke rod link and lever. Take out two choke valve screws, remove choke valve, rotate choke shaft counterclockwise to free choke piston from housing, then withdraw choke shaft and piston assembly from air horn. Take out two choke housing attaching screws, remove choke housing and gasket.

Automatic Choke (Type mounted on Throttle Body) - Take out three choke cover attaching screws and retainers, remove choke cover and thermostatic coil assembly, cover gasket, and baffle plate. Remove choke piston attaching screw, rotate link to withdraw piston from cylinder, lift out piston and link assembly. Take out two choke housing attaching screws, remove choke housing assembly and gasket. Remove gasket, remove choke lever and shaft with linkage from choke housing.

Cleaning & Inspection

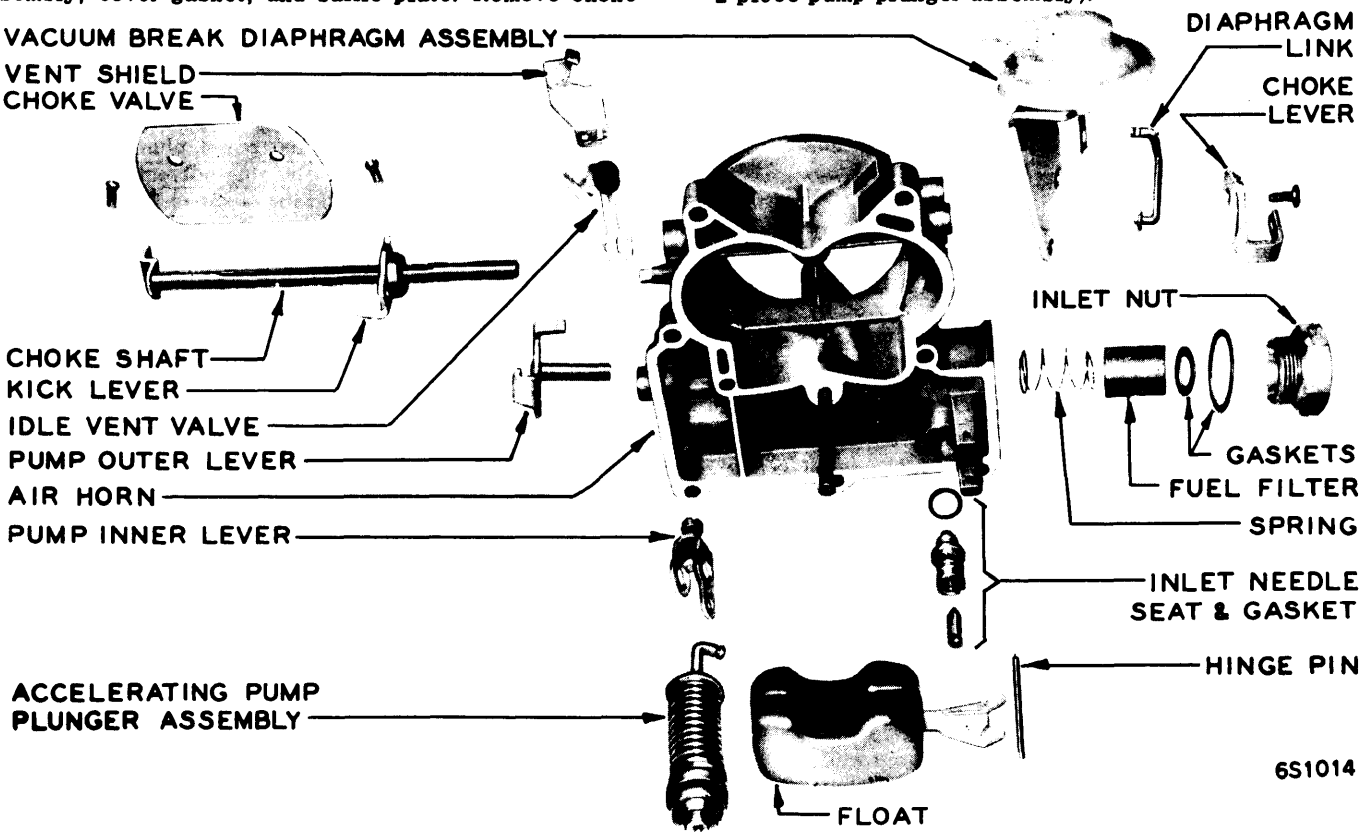
Clean all carburetor castings and metal parts in cleaning solvent. Do not immerse choke housing and coil assembly, pump plunger, or vacuum break diaphragm in cleaning solvent. Clean pump plunger in clean gasoline, clean vacuum break diaphragm by wiping with clean cloth. Blow out all passages with compressed air. Inspect all parts for wear or damage and replace as necessary.

Reassembly

Use all new gaskets. Reassemble carburetor by reversing disassembly procedure and note the following:

Choke Valve Installation - Install valve with identifying mark "RP" upward, center choke valve before tightening screws *(NOTE* - Valve can be centered by installing fast idle lever and choke trip lever on end of shaft and maintaining .020" clearance between fast idle lever and air horn casting). Stake choke valve screws lightly after tightening.

Accelerating Pump Assembly - Lubricate pump shaft with Lubriplate or light grease when installing in bowl cover. Make certain that pump check balls are not interchanged. Inlet check ball is Aluminum, discharge check ball is steel. *NOTE* - No inlet check ball is used in Chevrolet 2GV carburetors (fuel inlet is through 2-piece pump plunger assembly).



ROCHESTER 2GV 2-BARREL CARBURETOR AIR HORN ASSEMBLY