ROCHESTER TRIPLE 2-BARREL CARBURETORS

1959 MODELS

CADILLAC (ELDORADO ENG.) — Rochester No.
Front 2G 7013033
Center (No Air Cond.) 2GC 7013034
Center (Air Cond.) 2GC 7013037
Rear 2G 7013035

CHEVROLET (348" ENG.)
Synchro-mesh Cars
Front (Early) 2G 7013015
Front (Later) 2G 7013973
Center (Early) 2GC 7013020
Center (Later) 2GC 7013974
Rear (Early) 2G 7013017
Rear (Later) 2G 7013975

Auto. Trans. Cars
Front 2G 7013015
Center (No Air Cond.) 2GC 7013016
Center (Air Cond.) 2GC 7013026
Rear 2G 7013017

PONTIAC (389" ENG.)
Synchro-mesh Cars
Front 2G 7013063
Center 2GC 7013067
Rear 2G 7013065

Auto. Trans. Cars
Front 2G 7013063
Center 2GC 7013064
Rear 2G 7013065

1960 MODELS

CADILLAC (ELDORADO ENG.) — Rochester No.
Front 2G 7013033
Center (No Air Cond.) 2GC 7013034
Center (Air Cond.) 2GC 7013037
Rear 2G 7013035

CHEVROLET (348" ENG.)
Synchro-mesh Cars
Front 2G 7013973
Center 2GC 7013974
Rear 2G 7013975

Auto. Trans. Cars
Front 2G 7013015
Center (No Air Cond.) 2GC 7013016
Center (Air Cond.) 2GC 7013026
Rear 2G 7013017

PONTIAC (389" ENG.)
Synchro-mesh Cars
Front 2G 7013063
Center 2GC 7015068
Rear 2G 7013065

Auto. Trans. Cars
Front 2G 7013063
Center (Early) 2GC 7015066
Center (Later) 2GC 7015076
Rear 2G 7013065

1961 MODELS

CHEVROLET (348" ENG.) — Rochester No.
Synchro-mesh Cars (Standard Eng.)
Front 2G 7013015
Center 2GC 7013020
Rear 2G 7013017

Synchro-mesh Cars (High Perf. Eng.)
Front 2G 7013973
Center 2GC 7013974
Rear 2G 7013975

Auto. Trans. Cars
Front 2G 7013015
Center (No Air Cond.) 2GC 7013016
Center (Air Cond.) 2GC 7013026
Rear 2G 7013017

PONTIAC (389" ENG.)
Synchro-mesh Cars
Front 2G 7013063
Center 2GC 7019064
Rear 2G 7013065

Auto. Trans. Cars
Front 2G 7013063
Center (3-Spd. Auto. Trans.) 2GC 7019069
Center (4-Spd. Auto. Trans.) 2GC 7019067
Rear 2G 7013065

1962 MODELS

PONTIAC (389" ENG.) — Rochester No.
Synchro-mesh Cars
Front 2G 7013063
Center 2GC 7020064
Rear 2G 7013065

Auto. Trans. Cars
Front 2G 7013063
Center (3-Spd. Auto. Trans.) 2GC 7020069
Center (4-Spd. Auto. Trans.) 2GC 7020067
Rear 2G 7013065

1963 MODELS

PONTIAC (389" ENG.) — Rochester No.
Synchro-mesh Cars
Front 2G 7013063
Center 2GC 7023075
Rear 2G 7013065

Auto. Trans. Cars
Front 2G 7013063
Center (3-Spd. Auto. Trans.) 2GC 7023073
Center (4-Spd. Auto. Trans.) 2GC 7023077
Rear 2G 7013065

(Continued)

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

1963 MODELS (Continued)

PONTIAC (421" ENG.) — Rochester No.

Synchro-mesh Cars

Front	2G 7023078
Center	2GC 7023161
Rear	2G 7023079

Auto. Trans. Cars

Front	2G 7023078
Center	2GC 7023162
Rear	2G 7023079

1964 MODELS

PONTIAC & TEMPEST (389" ENG.)

Synchro-mesh Cars — Rochester No.

Front	2G 7024178
Center	2GC 7024175
Rear	2G 7024179

Auto. Trans. Cars

Front	2G 7024178
Center	2GC 7024173
Rear	2G 7024179

PONTIAC (421" ENG.)

Synchro-mesh Cars

Front	2G 7024078
Center	2GC 7024075
Rear	2G 7024079

Auto. Trans. Cars

Front	2G 7024078
Center	2GC 7024074
Rear	2G 7024079

1965 MODELS

PONTIAC & TEMPEST (389" ENGINE) — Rochester No.

Synchro-mesh Cars

Front	2G 7025178
Center	2GC 7025175
Rear	2G 7025179

Auto. Trans. Cars

Front	2G 7024178
Center (Pontiac)	2GC 7025173
(Tempest GTO)	2GC 7025177
Rear	2G 7024179

PONTIAC (421" ENGINE)

Synchro-mesh Cars

Front	2G 7024078
Center	2GC 7025075
Rear	2G 7025079

Auto. Trans. Cars

Front	2G 7024078
Center	2GC 7025070, 7025074
Rear	2G 7024079

1966 MODELS

OLDSMOBILE — Rochester No.

400" V8 "442" Models

Front	2G 7026055
Center	2GV 7026056
Rear	2G 7026057

PONTIAC

421" & 421" HO Engines

Synchro-mesh Cars

Front	2G 7025078
Center	2GV 7026075
Rear	2G 7025079

Auto. Trans. Cars

Front	2G 7024078
Center	2GV 7026074
Rear	2G 7024079

PONTIAC TEMPEST

389" V8 Engine (No A.I.R.)

Synchro-mesh Cars

Front	2G 7025178
Center	2GV 7026075
Rear	2G 7025179

Auto. Trans. Cars

Front	2G 7024178
Center	2GV 7026074
Rear	2G 7024179

389" V8 Engine (With A.I.R.)

Synchro-mesh Cars

Front	2G 7025178
Center	2GV 7036175
Rear	2G 7025179

►CHANGES, CAUTIONS, CORRECTIONS

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

► *1961 PONTIAC HARD COLD STARTING CORRECTION:* If throttle rod is attached in top hole of carburetor throttle lever, move rod to middle hole.

► *1964 PONTIAC ACCELERATING PUMP OUTER LEVER PRODUCTION CHANGE & SERVICE INSTALLATION NOTE:* A new accelerating pump outer lever having two pump rod holes is used on later carburetors to provide smoother engine operation in hot weather or high altitude. Normal position of pump rod is in inner hole. For hot weather or high altitude, pump rod may be relocated in outer hole without readjusting pump setting. The new levers are furnished in Modification Kit, Part No. 7028758.

DESCRIPTION

One 2GC or 2GV (center) and two 2G (front and rear) carburetors are used, with the center carburetor having all conventional carburetor systems. The front and rear carburetors have only float, pump, and main metering systems. Throttle valves in front and rear carburetors are operated by a vacuum diaphragm mounted on front or rear carburetor and controlled by a vacuum switch on center carburetor. Front and rear carburetors are connected at throttle shafts so throttle valves and accelerating pumps operate simultaneously. On early synchro-mesh carburetors and all automatic transmission carburetors, provision is made to prevent operation of front and rear carburetors before normal engine operating temperature is reached; on some units a choke operated mechanical linkage is used, while on other carburetors a thermostatically operated vacuum valve at

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Rochester Carb. No.	Idle Speed ② (Eng. RPM)	Float Level ①	Float Drop ①	Choke Setting	Choke Rod ①	Accel. Pump ①	Idle Vent	Vacuum Switch ①	Unloader ①
7013015	.....	1 5/16" ④	1 29/32"	.....	.....	1 3/16"	.....	.....	.....
7013016	450 ⑦	1 1/4" ④	1 29/32"	Index	.089"	1 3/16"	.....	1/32"	.360"
7013017	.....	1 5/16" ④	1 29/32"	.....	.....	1 3/16"	.....	.....	.....
7013020	475 ⑦	1 1/4" ④	1 29/32"	Index	.089"	1 3/16"	.....	1/32"	.360"
7013026	450 ⑦	1 1/4" ④	1 29/32"	Index	.089"	1 3/16"	.....	1/32"	.360"
7013033	.....	23/32" ⑤	1 29/32"	.....	.....	7/8"	.....	.....	.....
7013034	480	15/16" ⑤	1 29/32"	Index	.061"	1 3/16"	1 1/16"	1 5/32"	.163"
7013035	.....	23/32" ⑤	1 29/32"	.....	.....	7/8"	.....	.....	.....
7013037	480 ⑥	15/16" ⑤	1 29/32"	Index	.061"	1 3/16"	1 1/16"	1 5/32"	.163"
7013063	.....	23/32" ⑤	1 3/4"	.....	.....	55/64"	.....	.....	.....
7013064	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 3/16"	15/32"	1 5/32"	.163"
7013065	.....	23/32" ⑤	1 3/4"	.....	.....	55/64"	.....	.....	.....
7013067	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 3/16"	15/32"	1 5/32"	.163"
7013973	.....	1 13/32" ④	1 29/32"	.....	.....	1 3/16"	.....	.....	.....
7013974	475 ⑦	1 1/4" ④	1 29/32"	Index	.089"	1 3/16"	.....	1/32"	.360"
7013975	.....	1 13/32" ④	1 29/32"	.....	.....	1 3/16"	.....	.....	.....
7015066	480-500	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163"
7015068	480-500	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163"
7015076	480-500	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163"
7019064	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7019067	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7019069	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7020064	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163" ⑨
7020067	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163" ⑨
7020069	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 5/32"	.163" ⑨
7023073	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7023075	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7023077	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7023078	.....	23/32" ⑤	1 3/4"	.....	.....	55/64"	.....	.....	.....
7023079	.....	23/32" ⑤	1 3/4"	.....	.....	55/64"	.....	.....	.....
7023161	640-660 ⑩	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7023162	640-660 ⑩	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 1/32"	1 3/32"	.163" ⑨
7024074	640-660 ⑩	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 3/32"	1 3/32"	⑪
7024075	640-660 ⑩	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 3/32"	1 3/32"	⑪
7024078	.....	21/32"	1 3/4"	.....	.....	27/32"	.....	.....	.....
7024079	.....	21/32"	1 3/4"	.....	.....	27/32"	.....	.....	.....
7024173	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 3/32"	1 3/32"	⑪
7024175	480-500 ⑧	23/32" ⑤	1 3/4"	Index	.056"	1 1/8"	1 3/32"	1 3/32"	⑪
7024178	.....	21/32" ⑤	1 3/4"	.....	.....	27/32"	.....	.....	.....
7024179	.....	21/32" ⑤	1 3/4"	.....	.....	27/32"	.....	.....	.....
7025070	⑭	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	1 3/32"	.160"
7025074	⑭	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	1 3/32"	.160"
7025075	580-600 ③	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	.....	.160"
7025078	.....	21/32"	1 3/4"	.....	.....	27/32"	.....	.....	.....
7025079	.....	21/32" ⑤	1 3/4"	.....	.....	27/32"	.....	.....	.....
7025173	480-500 ⑧	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	1 3/32"	.160"

① - See procedure below.
② - Auto. Trans. in "D" (Drive).
③ - 640-660 RPM with Air Cond. turned OFF.
④ - "Vertical Seam" type.
⑤ - "Horizontal Seam" type.
⑥ - Air Conditioner turned ON.
⑦ - Cars with Hydraulic Lifters only. 600 RPM with mechanical lifters.
⑧ - 540-560 RPM with Air Cond. turned OFF.
⑨ - .143-.183" permissible.
⑩ - 690-710 RPM with Air Cond. turned OFF.
⑪ - .130-.190".
⑭ - **356 HP Eng.** - 480-500 RPM (Without Air Cond.), 540-560 RPM (Air Cond. Cars with Air Cond. OFF). **376 HP Eng.** - 580-600 RPM (Without Air Cond.), 640-660 RPM (Air Cond. Cars with Air Cond. OFF).

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Rochester Carb. No.	Idle Speed ② (Eng. RPM)	Float Level ①	Float Drop ①	Choke Setting	Choke Rod ①	Accel. Pump ①	Idle Vent	Vacuum Switch ①	Unloader ①
7025175	580-600 ③	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	.....	.160"
7025177	580-600 ③	11/16" ⑤	1 3/4"	Index	.055"	1 1/8"	1 3/32"	1 3/32"	.160"
7025178	.....	21/32" ⑤	1 3/4"	.....	.....	27/32"	.....	.....	.....
7025179	.....	21/32" ⑤	1 3/4"	.....	.....	27/32"	.....	.....	.....
7026055	.....	3/4"	1 3/4"	.....	.....	27/32"	.....	.....	.....
7026056	600	5/8"	1 3/4"	⑱	.100"	1 11/32"	1 9/32"	1 3/32"	.160"
7026057	.....	3/4"	1 3/4"	.....	.....	27/32"	.....	.....	.....
7026074	⑯	19/32"	1 3/4"	⑱	.095"	1 21/64"	1 9/32"	1 3/32"	.160"
7026075	600 ⑮	19/32"	1 3/4"	⑱	.095"	1 21/64"	1 9/32"	1 3/32"	.160"
7036175	700 ⑰	19/32"	1 3/4"	⑱	.095"	1 21/64"	1 9/32"	1 3/32"	.160"

① - See procedure below.
② - Auto. Trans. in "D" (Drive).
③ - 640-660 RPM with Air Cond. turned OFF.
⑤ - "Horizontal Seam" type.
⑮ - 700 RPM on Air Conditioned Cars (Air Cond. OFF).
⑰ - Air Conditioning OFF (when used).
⑯ - **Pontiac 421" V8** - 500 RPM (575 RPM on Air Conditioned Cars with Air Cond. OFF).
Pontiac 421" HO V8 - Same as Tempest.
Tempest - 600 RPM (675 RPM on Air Conditioned Cars with Air Cond. OFF).
⑱ - See text for adjustment procedure.

front of engine manifold in water jacket cuts off vacuum to center carburetor vacuum switch when engine cold. An idle compensator valve is used on some models to allow air to be drawn into carburetor bores under hot idling conditions. *NOTE* - 1965 & Later Pontiac & Tempest Cars (with Synchro-mesh Trans.) have new design mechanical linkage (no vacuum switch) as follows:

Synchro-mesh Cars - All carburetor throttles are operated mechanically. Front and rear carburetors are interconnected and rear carburetor throttle lever is linked to center carburetor. End carburetors begin to open when center carburetor throttle valves are open 30° (four pre-selected settings available) and a detent feel will be noted in accelerator pedal linkage at this point.

ADJUSTMENT

Idle Speed & Mixture

► *IDLE SPEED ADJUSTMENT NOTE:* On hot idle compensator equipped cars, compensator valve must be held closed when making idle adjustment. Press in on button located in idle compensator cover plate on front of carburetor.

Center Carburetor Only - *NOTE - Front and rear carburetor throttle valves must be completely closed.* With engine at normal operating temperature, throttle valves wide open, fast idle inoperative, and automatic transmission in "D", proceed as follows: On Cadillac, loosen front and rear throttle valve rod jam nuts at center carburetor throttle lever trunnion. On all cars, set idle speed to correct engine RPM (see specifications). Turn one idle mixture screw in or out to obtain highest vacuum and engine RPM, then repeat with other idle mixture screw. Reset engine idle speed, then readjust idle mixture screws until highest engine RPM and smoothest idle is obtained with highest vacuum.

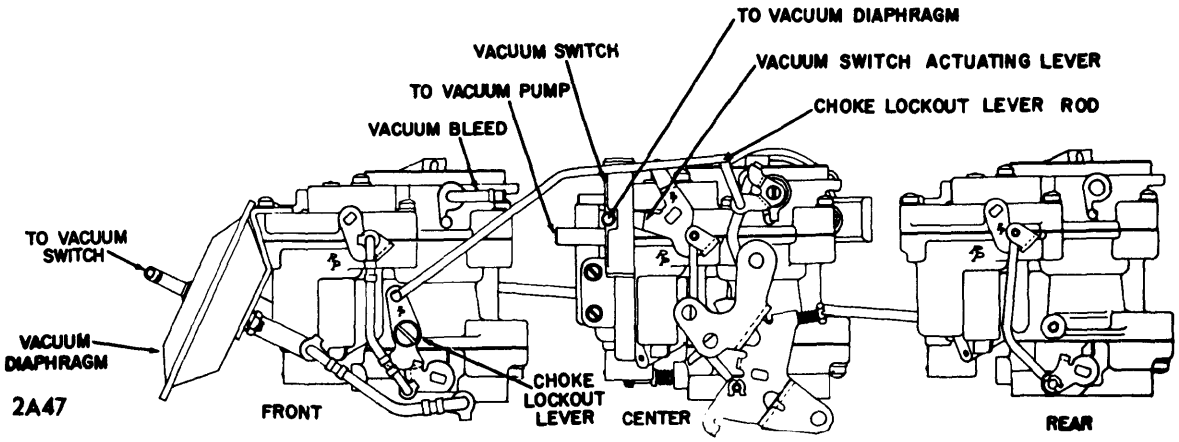
Idle Speed-Up Control (Cadillac Air Conditioned Cars)

See "Carburetion" on individual TUNE-UP pages.

Throttle Return Check Adjustment

See "Carburetion" on individual TUNE-UP pages.

(Continued)



ROCHESTER TRIPLE CARBURETOR INSTALLATION (TYPICAL)

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

Fast Idle Speed

NOTE - Chevrolet and Pontiac fast idle adjustment will be correct after "slow idle" and choke rod adjustments have been made. On Cadillac and Oldsmobile, "On Engine" fast idle adjustment must be made after carburetor installed.

"On Engine" Adjustment - With engine at normal operating temperature, position fast idle screw on correct step of fast idle cam as specified in table below, adjust fast idle screw to obtain correct fast idle engine speed as listed.

Fast Idle Speed

Car Model	Fast Idle Screw Position	Engine RPM
Cadillac (1959-60)	High Step	1700
Oldsmobile (1966)	Low Step	900

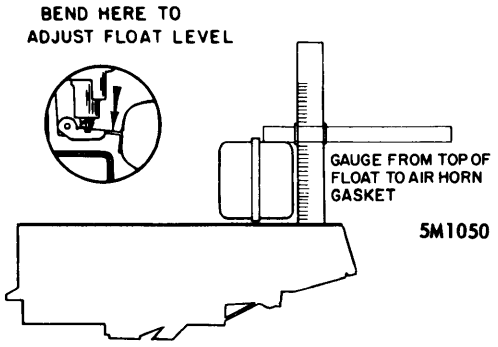
"Off Engine" Adjustment - With choke valves closed and fast idle screw on high step of fast idle cam, clearance between throttle valve and bore opposite idle needles should be .024" (Gauge BT-90). Adjust fast idle screw to obtain correct clearance.

Float Level Setting

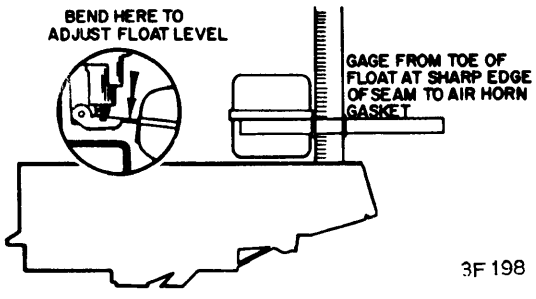
NOTE - Two types of floats used, with horizontal or vertical seam. Adjustments are different for each type as follows:

Vertical Seam Type - With float bowl cover inverted and gasket in place, measure dimension from gasket surface to top of float (see illustration). This dimension should be as indicated in specification table. To adjust, bend float arm near hinge.

Horizontal Seam Type - With float bowl cover inverted and gasket in place, measure distance from gasket surface to lower edge (sharp edge) of float seam at outer end of float pontoon (see illustration). If dimension not as indicated in specification table, adjust by bending float arm near hinge.



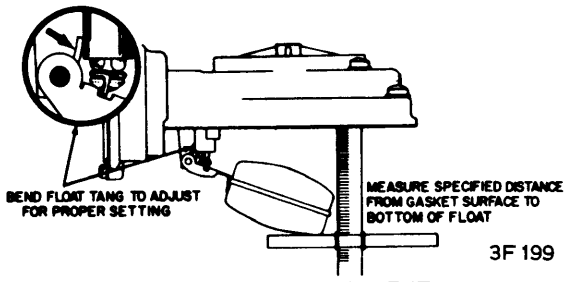
FLOAT LEVEL ADJUSTMENT (HORIZONTAL SEAM TYPE)



FLOAT LEVEL ADJUSTMENT (VERTICAL SEAM TYPE)

Float Drop

Hold bowl cover upright with float hanging down at bottom of travel. Distance from lower face of cover gasket to bottom of float at free end should be as indicated in specification table. To adjust, bend float tang on rear of float arm.

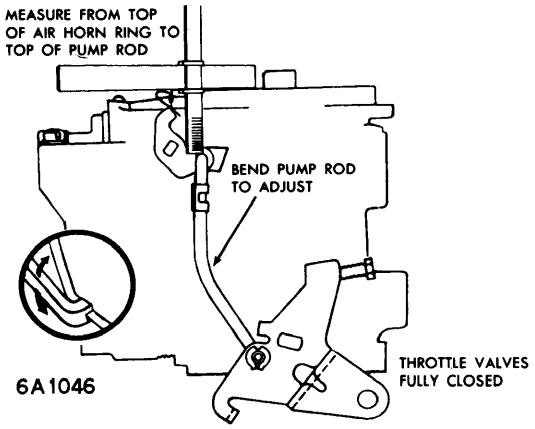


FLOAT DROP ADJUSTMENT

Accelerating Pump

NOTE - This is a linkage adjustment and not a seasonal setting, and is required on all three carburetors.

With throttle valves completely closed (back off throttle stopscrew on center carburetor), measure distance from top of air horn to top of pump connector rod (see Specifications). If not within specifications, adjust by bending pump connector rod at center bend.

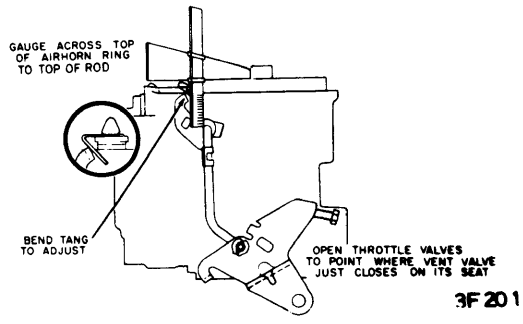


ACCELERATING PUMP ROD ADJUSTMENT

Idle Vent

Center Carb. Only - *NOTE - Make this adjustment only after accelerating pump rod has been adjusted.* Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.

(Continued)



IDLE VENT VALVE ADJUSTMENT

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

Vacuum Switch Setting

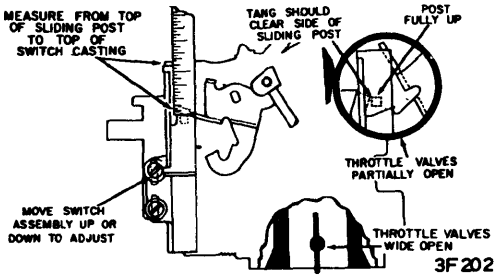
NOTE - Adjustment made on center carburetor only. Check and adjust each model as follows:

Cadillac - With the carburetor throttle valves completely closed and sliding switch post in extreme UP position, loosen switch retaining screws, move switch assembly up or down until bottom of switch post just contacts inside edge of return tang of pump lever, tighten retaining screws. Check adjustment by opening throttle valves with sliding post still in UP position and make sure tang on switch return lever clears side of sliding switch post. To adjust, loosen switch retaining screws and move switch away from tang on switch return lever. Check switch setting as follows: Hold throttle valves wide open, measure distance from top of switch housing to sliding switch post. Distance should be as specified in table; adjust by bending tang on pump lever up or down as required.

Chevrolet - With throttle valves closed and actuating post in vacuum switch in extreme UP position, clearance between tang on pump lever and vacuum switch actuating post should be as specified in table. Adjust by loosening switch retaining screws and moving switch assembly up or down as required. Tighten retaining screws.

Pontiac (1959-65) - With throttle valves wide open, measure distance between top of switch housing and top of sliding switch post. If distance not as specified in table, loosen switch retaining screws holding switch on bracket and move switch up or down as required. Check adjustment by opening and closing throttle valves with sliding switch post in upward position. Inside edge of vacuum switch closing tang must clear side of switch post.

Oldsmobile (1966 Synchro-mesh) & Pontiac (1966 Auto. Trans. Cars) - With throttle valves wide open, measure distance from top of switch housing to top of switch sliding post. This distance should be 1 3/32". If this distance not correct, adjust by bending tang on operating lever up or down as required (see illustration).



VACUUM SWITCH ADJUSTMENT (TYPICAL)

Automatic Choke

NOTE - Adjustment made on center carburetor only.

Integral Type (2GC Carbs.) - Loosen retaining screws and rotate coil cover to align index mark on cover with correct graduation of scale on housing (see Specifications).

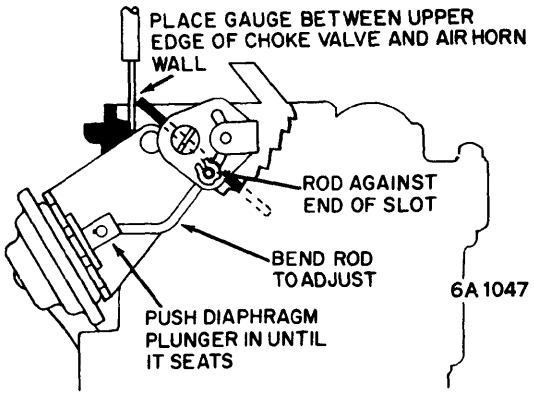
Separate "Well" Type (2GV Carbs.) - Disconnect thermostatic coil rod at choke shaft lever. Hold choke valve completely closed and pull up on choke rod to limit of its travel. At this point, bottom of rod tip should be even with top of hole in choke lever (1 rod diameter interference fit). Adjust by bending rod as necessary.

Vacuum Break Diaphragm (2GV Carburetors)

Center Carburetor Only - Press in on diaphragm plunger until it is seated, close choke valve as far as possible so that diaphragm connecting rod is at end of slot in choke shaft lever, measure choke valve opening by inserting gauge or drill rod of correct size (see table below) between upper edge of valve and air horn wall. If valve opening not correct, adjust by bending diaphragm connecting rod at the angle (see illustration).

Vacuum Break Setting

Model	Choke Valve Opening
1966 Synchro-mesh Carbs.	.230" ± .015"
1966 Auto. Trans. Carbs.	.160" ± .015"



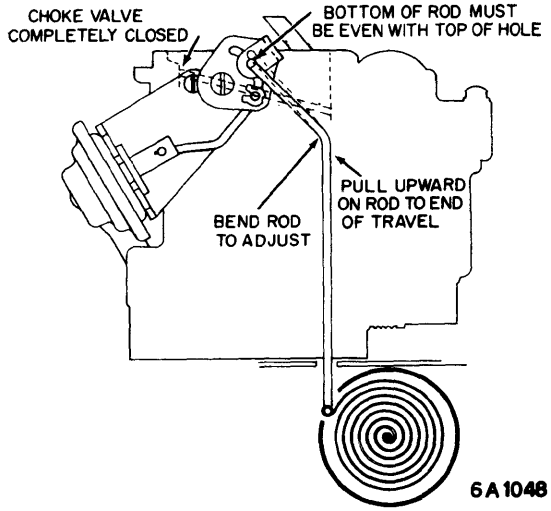
VACUUM BREAK DIAPHRAGM ADJUSTMENT (2GV CARBURETORS)

Choke Rod

Center Carburetor Only - Place idle speed screw on second step of fast idle cam next to high step. With choke trip lever in contact with choke counterweight lever, clearance between upper edge of choke valve and air horn wall should be as specified in table. To adjust, bend tang on choke counterweight.

Unloader

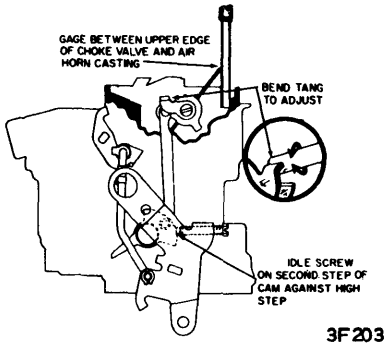
With throttle valves held wide open, clearance between upper edge of choke valve and air horn wall should be as



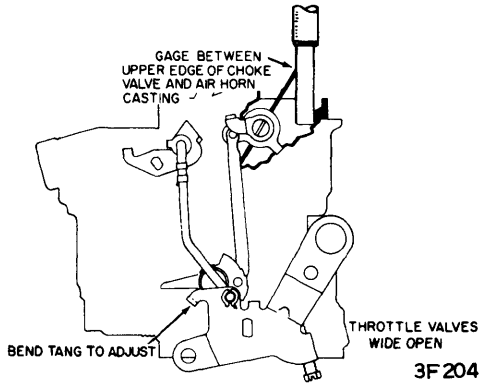
AUTOMATIC CHOKE ADJUSTMENT (2GV CARBURETORS)

ROCHESTER TRIPLE 2-BARREL CARBURETORS (Continued)

ndicated in specification table. To adjust, bend tang on throttle lever to provide proper clearance. *NOTE - When making unloader adjustment, open throttle valves by having someone depress accelerator pedal to floor to simulate actual driving conditions.*



CHOKE ROD ADJUSTMENT



UNLOADER ADJUSTER

Carburetor Linkage (With Vacuum Switch)

Front-to-Rear Carburetor Rod - Disconnect throttle rod at rear carburetor throttle lever. With front and rear carburetor throttle valves completely closed, throttle rod end should center in slot in throttle lever. Adjust by bending rod as necessary at existing bend, then reconnect rod.

Vacuum Diaphragm Link - *This rod links actuating diaphragm to rear carburetor throttle lever (see illustration).* With front and rear carburetor throttle valves closed and with vacuum diaphragm arm fully extended, vacuum unit actuating link should freely enter hole in rear carburetor throttle lever. Adjust by bending link as required.

Carburetor Linkage (Mechanical Type)

Front-to-Rear Carburetor Rod - Disconnect one end of rod. With front and rear carburetor throttle valves completely closed, rod end should be centered in slot in throttle lever. Adjust by bending rod as necessary, then reconnect rod.

Actuating Rod - *This rod links center to rear carburetor throttle levers (see illustration).* Loosen locknut on center carburetor end of rod, hold center carburetor throttle valves in wide open position, turn adjusting nut on rod as necessary so that rear carburetor throttle valves are also wide open, tighten locknut.

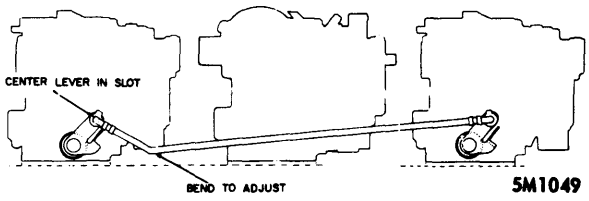
Choke Operated End Carburetor Lockout & Level Contour

Lockout (Cadillac & Chevrolet) - With choke valve (center carburetor) wide open and throttle valves in rear carburetor (Cadillac), front carburetor (Chevrolet), slightly open, there should be .030" clearance between lockout lever and throttle lever tang on rear carburetor (Cadillac), front carburetor (Chevrolet). Adjust by bending lockout rod at center angle.

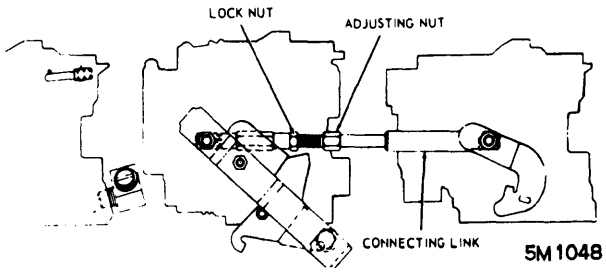
Lever Contour (Cadillac & Chevrolet) - With throttle valves in rear carburetor (Cadillac), front carburetor (Chevrolet), completely closed and with lockout lever rod connected, clearance between contoured portion of lockout lever and tang on throttle lever (rear carburetor on Cadillac, front carburetor on Chevrolet), should be .015". Adjust by bending throttle lever tang up or down as required.

OVERHAUL

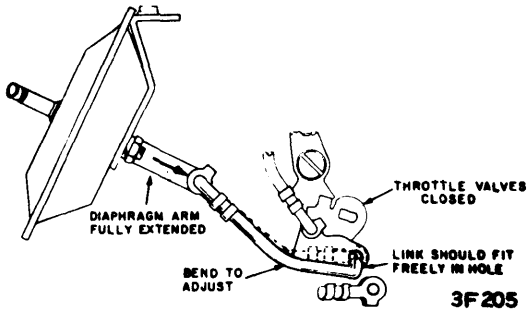
See "Rochester 2G, 2GC, 2GV 2-Barrel Carburetors".



THROTTLE ACTUATING ROD ADJUSTMENT (FRONT-TO-REAR CARBURETORS)



CENTER-TO-REAR CARBURETOR LINKAGE (MECHANICAL LINKAGE TYPE)



VACUUM DIAPHRAGM LINK ADJUSTMENT (VACUUM SWITCH LINKAGE TYPE)