

Rochester Carburetors

ROCHESTER 4GC 4-BARREL

1959 MODELS

BUICK	Rochester No.
Series 4600, 4700, 4800.....	4GC 7013044
CADILLAC	
All Series.....	4GC 7013030
Air Conditioning	4GC 7013031
CHEVROLET	
283" V8 Eng.	4GC 7013004
283" V8 Eng. (Air Cond.).....	4GC 7013010
348" V8 Eng.	4GC 7013006
348" V8 Eng. (Air Cond.).....	4GC 7013012
OLDSMOBILE	
Super 88 & 98 (Early).....	4GC 7013050
Super 88 & 98 (Late).....	4GC 7013950
Super 88 & 98 Air Cond. (Early).....	4GC 7013150
Super 88 & 98 Air Cond. (Late).....	4GC 7013952

1960 MODELS

BUICK	Rochester No.
Series 4600, 4700, 4800.....	4GC 7015040
CADILLAC	
All Series.....	4GC 7013030
Air Conditioning	4GC 7013031
CHEVROLET	
283" V8 Eng. (Early).....	4GC 7013004
283" V8 Eng. (Late).....	4GC 7015004
283" V8 Eng. Air Cond. (Early).....	4GC 7013010
283" V8 Eng. Air Cond. (Late).....	4GC 7015010
348" V8 Eng. (Early).....	4GC 7013006
348" V8 Eng. (Late).....	4GC 7015006
348" V8 Eng. Air Cond. (Early).....	4GC 7013012
348" V8 Eng. Air Cond. (Late).....	4GC 7015012
OLDSMOBILE	
Super 88 & 98.....	4GC 7013950
Super 88 & 98 (Air Cond.).....	4GC 7013952

1961 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
Series 4600, 4700, 4800.....	4GC 7019040
BUICK SPECIAL	
Synchro-mesh.....	4GC 7020045
Auto. Trans.	4GC 7020043
CADILLAC	
No Air Conditioning.....	4GC 7019030
Air Conditioning.....	4GC 7019031
CHEVROLET	
283" V8 Eng. (Early).....	4GC 7019004
283" V8 Eng. (Late).....	4GC 7019014
283" V8 Eng. Air Cond. (Early).....	4GC 7015010
283" V8 Eng. Air Cond. (Late).....	4GC 7019010
348" V8 Eng.	4GC 7019006
348" V8 Eng. (Air Cond.).....	4GC 7015012
OLDSMOBILE (EXC. F-85)	
Super 88 & 98.....	4GC 7019050
Super 88 & 98 (Air Cond.).....	4GC 7019054
OLDSMOBILE F-85	
No Air Conditioning.....	4GC 7019055
Air Conditioning.....	4GC 7019056
Heavy Duty.....	4GC 7019056
PONTIAC TEMPEST	
4 Cyl. Eng. (Synchro-mesh).....	4GC 7019079
4 Cyl. Eng. (Auto. Trans.).....	4GC 7019066

1962 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
Series 4400, 4600, 4800.....	4GC 7020040
Series 4400, 4600, 4800 (CCV).....	4GC 7020041
BUICK SPECIAL	
Synchro-mesh.....	4GC 7020045
Auto. Trans.	4GC 7020043
CADILLAC	
No Air Conditioning.....	4GC 7019030
Air Conditioning.....	4GC 7019031
CHEVROLET	
327" V8 Eng.	4GC 7020006
327" V8 Eng. Air Cond. (Early).....	4GC 7020012
327" V8 Eng. Air Cond. (Late).....	4GC 7020022
OLDSMOBILE (EXC. F-85)	
Super 88 & 98.....	4GC 7020950
Super 88 & 98 (Air Cond.).....	4GC 7020955
OLDSMOBILE F-85	
No Air Conditioning (Early).....	4GC 7020952
Air Conditioning (Early).....	4GC 7020953
All Models (Late) ①.....	4GC 7020985
All Models (Latest).....	4GC 7022752
① - Carb. No. 7020984 may be found on some models without air conditioning.	
PONTIAC TEMPEST	
4 Cyl. Eng. (Synchro-mesh).....	4GC 7020079
4 Cyl. Eng. (Auto. Trans.).....	4GC 7020066
V8 Engine.....	4GC 7020078

1963 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
Series 4400, 4600, 4700, 4800 (Early).....	4GC 7023040
Series 4400, 4600, 4700, 4800 (Late).....	4GC 7023143
BUICK SPECIAL	
Automatic Transmission.....	4GC 7023044
Synchro-mesh.....	4GC 7023045
CADILLAC	
No Air Conditioning.....	4GC 7023030
Air Conditioning.....	4GC 7023031
CHEVROLET	
327" V8 Eng.	4GC 7023006
327" V8 Eng. (Air Cond.).....	4GC 7023012
409" V8 Eng. (Auto. Trans.).....	4GC 7020024
409" V8 Eng. (Synchro-mesh).....	4GC 7020023
OLDSMOBILE (EXC. F-85)	
Super 88 & 98.....	4GC 7023050
Super 88 & 98 (Air Cond.).....	4GC 7023051
OLDSMOBILE F-85	
Automatic Transmission.....	4GC 7023054
Synchro-mesh.....	4GC 7023055

PONTIAC TEMPEST	
4 Cyl. (Auto. Trans.).....	4GC 7023070
4 Cyl. (Synchro-mesh).....	4GC 7023069

1964 MODELS

BUICK (EXC. SPECIAL)	Rochester No.
300" Eng. (Synchro-mesh).....	4GC 7024045
300" Eng. (Auto. Trans.).....	4GC 7024044
401" Eng. (Auto. Trans.).....	4GC 7024040
BUICK SPECIAL	
300" Eng. (Synchro-mesh).....	4GC 7024045
300" Eng. (Auto. Trans.).....	4GC 7024044
CADILLAC	
No Air Conditioning.....	4GC 7024030
Air Conditioning.....	4GC 7024031

(Continued)

ROCHESTER 4GC 4-BARREL (Continued)

1964 MODELS (Continued)

CHEVELLE

283" V8 Eng. (Synchro-mesh) Early.....	4GC 7024125
283" V8 Eng. (Synchro-mesh) Late.....	4GC 7024225
283" V8 Eng. (Auto. Trans.) Early ②.....	4GC 7024126
283" V8 Eng. (Auto. Trans.) Late ②.....	4GC 7024226
283" V8 Eng. (Auto. Trans.) Early ③.....	4GC 7024122
283" V8 Eng. (Auto. Trans.) Late ③.....	4GC 7024120
283" V8 Eng. (Auto. Trans.) Later ③.....	4GC 7024220

CHEVROLET

327" V8 Eng. ②.....	4GC 7024121, 226
327" V8 Eng. ③.....	4GC 7024122, 220
409" V8 Eng. (Synchro-mesh) Early.....	4GC 7024123
409" V8 Eng. (Synchro-mesh) Late.....	4GC 7024127
409" V8 Eng. (Auto. Trans.) Early.....	4GC 7024124
409" V8 Eng. (Auto. Trans.) Late.....	4GC 7024128

OLDSMOBILE (EXC. F-85)

394" Eng.	4GC 7024050
394" Eng. (Air Cond.).....	4GC 7024051
394" Eng. ①.....	4GC 7024154
394" Eng. (Air Cond.) ①.....	4GC 7024153
330" Eng. (Synchro-mesh).....	4GC 7024054
330" Eng. (Auto. Trans.).....	4GC 7024055

OLDSMOBILE F-85

330" Eng. (Synchro-mesh).....	4GC 7024054
330" Eng. (Auto. Trans.).....	4GC 7024055

- ① - California cars only.
- ② - No Air Conditioning.
- ③ - Air Conditioning.

1965 MODELS

BUICK

401" V8 Auto. Trans.....	Rochester No. 7025040
425" V8 Auto. Trans.....	7025042

CADILLAC

Without Air Cond.	Early 7024030, Later 7025030
With Air Cond.	Early 7024031, Later 7025031

CHECKER

327" V8 (All Trans.)	7025185
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CHEVELLE & CHEVY II

327" 250 HP. V8 Synchro-mesh.....	7025127
Auto. Trans.	7025126
Auto. Trans. & Air Cond.	7025128

CHEVROLET

327" 250 HP. V8 Auto. Trans.	7025121
With Air Cond.	7025122
409" 340 HP. V8 Synchro-mesh.....	7025123
Auto. Trans.	7025124

OLDSMOBILE & F-85

330" V8 Synchro-mesh.....	7025055
With Air Cond.	7025158
330" V8 Auto. Trans.	7025054
With Air Cond.	7025157
400" V8 All Trans.	7025150
With Air Cond.	7025151
425" V8 All Trans.	7025050
With Air Cond. (Early).....	7025051
With Air Cond. (Later).....	7025255

STUDEBAKER

283" V8 (All Trans.).....	7025186
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1966 MODELS

BUICK

401" V8 (Auto. Trans.).....	7026040
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CADILLAC

Std. Engine (No A.I.R.).....	7026030
With Air Cond.....	7026031

CHEVY II, CHEVELLE, CHEVROLET

283" 220 HP V8 (No A.I.R.)	
(Synchro-mesh - No Air Cond.).....	7025127
(Synchro-mesh - With Air Cond.).....	7026121
(Auto. Trans. - No Air Cond.).....	7025126
(Auto. Trans. - With Air Cond.)	7025128
283" 220 HP V8 (With A.I.R.)	
(Synchro-mesh - No Air Cond.).....	7036119
(Synchro-mesh - With Air Cond.).....	7036121
(Auto. Trans. - No Air Cond.).....	7036118
(Auto. Trans. - With Air Cond.).....	7036120

CHECKER

327" V8 (All Trans.).....	7025185
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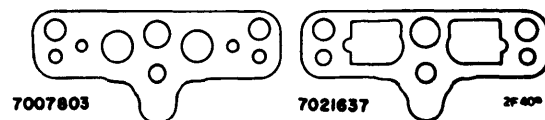
1967 MODELS

CHECKER

327" V8 (No A.I.R.).....	7027085
327" V8 (With A.I.R.).....	7037081

► CHANGES, CAUTIONS, CORRECTIONS

- "A.I.R." CARBURETOR NOTE: These carburetors used on engines with Air Injection Reactor exhaust emission control and are special units with different jet calibrations and specifications.
- 1959 BUICK CUTTING OUT ON TURNS CORRECTION AND FLOAT ADJUSTMENT CAUTION (Rochester 4GC 7013044 Carb.): Carburetors have been modified in the field to correct this complaint and these carburetors require special primary float setting as follows:
 - 1) Carburetors marked "A", "B", or no number on Identification Tag - "Vacuum Assist" feature of primary floats was eliminated by breaking off forked tang on float hanger and primary balance spring was added. Set these floats to "No Vacuum Assist" specifications (unmodified carburetors should be set to "Vacuum Assist" specification).
 - 2) Carburetors marked "C" or later on Identification Tag - "Vacuum Assist" was removed from primary floats by removing cup and spring from vacuum piston stem (forked tang on float hanger was not disturbed). Set these floats to "No Vacuum Assist" specification.
- 1961-63 BUICK SPECIAL HESITATION ON ACCELERATION CORRECTION: If accelerating pump system operating correctly, make certain pump stroke setting correct for average daytime temperatures as follows: Below 0°F - Inner Hole, 0° to 60°F - Center Hole, Above 60°F - Outer Hole. CAUTION - Pump stroke setting must be checked with pump rod in center hole of pump arm. Reset pump rod as above after checking completed.
- 1961-62 BUICK SPECIAL & 1962 PONTIAC TEMPEST V8 4-BBL. CARBURETOR VENTURI CLUSTER GASKET REPLACEMENT CAUTION: When replacing the venturi cluster gasket on Carburetors No. 7020043, 7020045,



VENTURI CLUSTER GASKET

ROCHESTER 4GC 4-BARREL (Continued)

and 7020078, make sure gasket is Part No. 7007803. (see illustration). DO NOT USE Gasket No. 7021637 on these carburetors. **NOTE - Both of these gaskets are included in some "Overhaul", "OK Kits" and "Gasket Kits".**

- ▶ **1963 BUICK SPECIAL HESITATION DURING WARM-UP CORRECTION (CARBURETORS BEFORE "B" STAMPED ON CODE TAG):** Install Flat Spot Package, Part No. 7026678. **CAUTION - Ignore instructions found in package.**

Automatic Transmission Cars - Replace .046" primary main metering jets with .048" jets. Adjust choke piston exactly flush with end of its cylinder. Press .125" restriction bushing in choke housing inlet flush with casting. Adjust choke setting to "Index". After installing all parts in package, install new "B" carburetor code tag. Check to be sure accelerating pump rod is in proper hole of arm (see "Accelerating Pump" under "Carburetors" on individual car model TUNE-UP pages). Adjust idle speed and mixture.

Synchro-mesh Cars - Install .048" primary main metering jets found in package. DO NOT install the .125" restriction bushing in choke housing and DO NOT change any carburetor adjustment. Install new "B" code tag. Check accelerating pump rod location (See "Accelerating Pump" under "Carburetion" on individual car model TUNE-UP pages). Adjust idle speed and mixture.

- ▶ **1966 BUICK STALLING AFTER STARTING CORRECTION (All Models):** Make certain 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 following adjustments: Fast Idle Speed, Fast Idle Cam Position, Choke Piston Linkage, and Automatic Choke Setting. **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).

- ▶ **1959 CADILLAC STUMBLE OR STALLING WITH COLD ENGINE CORRECTION:** On carburetors prior to change letter "B" (on identification tag), install new choke baffle, Cadillac No. 7010598, with 1/2" right angled extension on one side. This baffle used on later carburetors.

- ▶ **1965 CADILLAC HIGH SPEED FUEL STARVATION CORRECTION:** TWO filters used and plugging of either filter can cause engine to "run out of fuel". If filter in fuel bowl ahead of carburetor is not plugged, filter on end of fuel line at fuel tank gauge float unit should be replaced. Install new Fuel Tank Filter, Part No. 1486867, and make certain metal disc in bottom of filter is in place (disc prevents inlet pipe cutting into base of filter element).

- ▶ **1966 CADILLAC FUEL TANK VENT CAUTION:** Cars before No. 124828 have fuel tank vented through gas cap and vented caps (stamped VENTED) must be used on these cars. Later cars have fuel tank vented through a vent pipe.

- ▶ **1959-60 CHEVROLET V8 CUTTING OUT ON TURNS CORRECTIONS:** Make following changes on the various carburetors:

Rochester 7013010 & 7013012 (Air Cond. Cars) - Install kit No. 7017804 containing two float assemblies and float assist torsion springs, new float setting gauges, and identification tags. Adjust floats to new specifications as listed. Install identification tags as follows: 7015010 (replacing 7013010), 7015012 (replacing 7013012).

Rochester 7013004 & 7013006 - On carburetors prior to change letter "B" (on identification tag), use same kit and

install parts as for 7013010 & 7013012 (above) and install identification tag 7015004 (replacing 7013004), 7015006 (replacing 7013006). On carburetors with change letter "B", install kit No. 7017803 (torsion springs only, floats need not be changed) and install identification tags as above. Set floats to new "with torsion spring" specifications as listed.

All Carburetors - New service replacement air horn gasket (not fully cutout in float bowl area) will eliminate possibility of cutting out on turns in hot weather.

- ▶ **1961 PONTIAC TEMPEST ENGINE SURGE CORRECTION (Early Cars):** A load surge at low temperatures can be corrected by installing No. 7001860 jets (replacing No. 7001498). Later carburetors have these revised jets.
- ▶ **1961 PONTIAC TEMPEST STALLING & LEANNESS DURING WARM-UP CORRECTION (Synchro-mesh Cars):** On carburetors prior to change letter "B" (on identification tag), install new Choke Piston No. 7020357 and Exhaust Manifold Heat Control Valve Thermostatic Spring No. 531972. Set automatic choke 1 Rich and increase fast idle speed to 2800 RPM (was 2500). **NOTE - Later carburetors are set to these specifications.**
- ▶ **1961 PONTIAC TEMPEST STALLING CORRECTION (Auto. Trans. Cars):** Set automatic choke 2 Rich and on carburetors before change letter "B" (on identification tag), install Choke Piston No. 7020357.

CARBURETOR IDENTIFICATION

Rochester carburetor number is stamped on upper part of brass tag attached to carburetor. A letter ("A", "B", etc.) stamped in box in lower left corner of tag indicates successive engineering changes or modifications made in production (each succeeding letter indicates that all previous modifications also included). Notation in second box on tag ("A5", "B5", etc.) designate month and year of manufacture (A - January, B - February etc. and 5 - 1965 and can also be used to identify modifications. Marks in following two boxes are inspection markings and have no service significance.

DESCRIPTION

Four barrel downdraft type with two primary barrels each supplemented by a secondary barrel which begins operation at approximately half-throttle. The primary and secondary sections have independent fuel bowl and float systems (twin floats), idle systems (no idle adjustment provided for secondary side), main metering and discharge systems and interconnected throttle valves. An accelerating pump, vacuum piston controlled power valve, and choke valve with automatic choke control are used on the primary side only. Some carburetors have special features requiring different adjustments as listed under Adjustments.

ADJUSTMENT

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

CADILLAC NOTE - On cars with Automatic Level Control, disconnect vacuum hose to level control compressor and tape hose "T" fitting when making idle adjustment. If

ROCHESTER 4GC 4-BARREL (Continued)

this is not done, idle performance will be unsatisfactory when compressor is not operating.

CHEVROLET NOTE - On cars with Automatic Level Control, idle adjustment must be made exactly as follows to prevent rough idle when compressor operating: Adjust level control reservoir pressure to 70 lbs. (use Schrader 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, finally readjust idle mixture for best compromise between compressor operating and compressor not operating conditions.

Idle Speed & Mixture

Cars With Throttle Stopscrew - If adjustment required to warm up engine, set both idle mixture screws $1\frac{1}{2}$ turns from a lightly seated position. With engine at normal operating temperature (choke valve wide open and fast idle inoperative so that engine idles at hot or slow idle speed), set throttle stopscrew for correct idle speed (see "Specifications"), Adjust both idle mixture screws equally for smooth idling and maximum engine RPM. Readjust idle speed and recheck idle mixture screw settings. See special notes below.

1959-64 CHEVROLET & CHEVELLE NOTE - Turn adjusting screw in until engine is moderately rough (slight vacuum and RPM drop), then turn screw out $\frac{1}{4}$ -turn to enrich mixture. Adjust both screws alike.

BUICK NOTE - Turn each adjusting screw in until engine begins to lag or run unevenly from lean mixture, then turn screw out until engine begins to roll from rich mixture. Finally turn screw in just enough to produce smoothest operation. Adjust both screws alike.

OLDSMOBILE NOTE - After adjusting idle mixture for smoothest idle with highest RPM, turn each adjusting screw out $\frac{1}{4}$ turn (vacuum and RPM will drop slightly).

Cars with Idle Air Bypass Adjustment - On cars with parking brake vacuum release, disconnect vacuum diaphragm line at diaphragm, then connect vacuum gauge to line. With engine at normal operating temperature, transmission in "N", choke valve fully open and carburetor on slow idle speed (throttle valves fully closed), connect a tachometer to engine. Place transmission in "D", then adjust engine to correct idle speed as indicated in "Specification Table", using the idle air bypass screw (idle speed adjusting screw on throttle body). Turn one idle mixture screw until highest engine RPM and highest vacuum are obtained at the same time, then repeat this operation with other idle mixture screw. Check and reset idle speed. Repeat idle mixture adjustment until turning the idle mixture screws will not increase engine speed and where the smoothest idle is produced. **CAUTION** - Idle mixture screws must be adjusted last and must always be readjusted when the idle speed screw setting is changed.

1966 Cadillac - Disconnect parking brake vacuum line at vacuum diaphragm, connect vacuum gauge to line. With idle air bypass screw set $1\frac{1}{2}$ turns out from fully seated position, and each idle mixture screw set 2 turns out from lightly seated position, warm up engine to normal operating temperature with transmission in neutral. With engine at normal operating temperature (choke valve fully open and fast idle inoperative), place transmission selector lever in either "DR" position, make certain that torque converter stator in correct position (disconnect pink wire from contact on transmission downshift switch and connect to white wire fitting to activate stator switch). Turn air con-

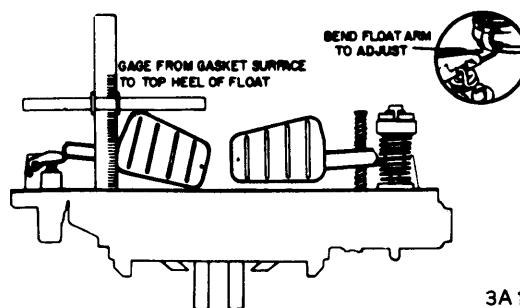
ditioning ON and make certain that hot idle compensator valve is closed, adjust engine idle speed to correct RPM (see Specifications) by turning idle air bypass screw on throttle body. Adjust one idle mixture adjusting screw by turning screw clockwise until engine speed reaches maximum RPM, continue to turn screw in until engine speed falls off 20 RPM (lean idle speed fall off), finally turn screw out $\frac{1}{4}$ turn. Adjust second idle mixture adjusting screw in same manner. Readjust engine idle speed and repeat idle mixture screw adjustment, then install air cleaner and recheck idle speed. Restore transmission downshift switch connections and reconnect parking brake vacuum cylinder line. **CAUTION** - Idle mixture screw adjustment must be made last and must always be readjusted when idle speed screw setting is changed.

Anti-Stall Dashpot & Throttle Return Check

See "Throttle Linkage Adjustment" under CARBURETOR on car model Tune-Up Pages.

Float Level (Metal Floats) (Primary & Secondary)

Carburetors with "Wedge-Shaped" Metal Floats - Two adjustments, "Heel" (Float Level) and "Toe" required on each float as follows:

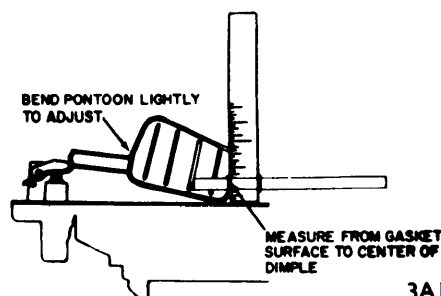


3A169

FLOAT LEVEL ADJUSTMENT (WEDGE SHAPED METAL FLOATS)

Float Heel - With air horn inverted and air horn gasket in place, check height of each float at "heel" (see illustration). Distance should be as indicated in specification table. To adjust, bend float arm at point shown in illustration.

Float Toe (Floats with Dimple at Toe End) - With air horn inverted and air horn gasket in place, measure distance from gasket surface to center of dimple at float toe. Distance should be as specified in table. To adjust, bend float as shown in illustration. **NOTE** - Always check Float Level (Heel) if Toe adjustment is required. (Continued)



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FLOAT TOE ADJUSTMENT (WEDGE SHAPED METAL FLOATS WITH DIMPLE)

Rochester Carburetors

ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 1)

Rochester Carb. No.	Hot Idle Speed (Engine RPM)		Fast Idle Eng. RPM	Float Level Setting		Float Drop Setting		Float Toe Setting	
	S.M. Trans.	Auto. Trans. ①		Pri.	Sec.	Pri.	Sec.	Pri.	Sec.
701108	475 ①	425 ①	④	1 5/8"	1 11/16"	2 1/4"	2 1/4"	.....	.....
7011570	485 ①	485 ①②	1500 ②	1 3/8"	1 3/8"	1 13/16"	1 13/16"	⑤	⑤
7011600	.....	485 ②③	1500 ②	1 3/8"	1 3/8"	1 5/16"	1 5/16"	3/8"	3/8"
7011701	450-470	480-500 ②	2700 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7012000	.....	420 ②	1700 ②	1 3/8"	1 3/8"	1 13/16"	1 13/16"	⑤	⑤
7012001	.....	420 ① ②	1700 ②	1 3/8"	1 3/8"	1 13/16"	1 13/16"	⑤	⑤
7012010	.....	450 ③	1700 ② ③	1 3/8"	1 3/8"	1 5/16"	1 5/16"	3/8"	3/8"
7012011	.....	450 ③	1700 ② ③	1 3/8"	1 3/8"	1 5/16"	1 5/16"	3/8"	3/8"
7012126	450 ①	425 ①	④	1 5/8"	1 5/8"	2 1/4"	2 1/4"	.....	.....
7012128	475 ①	425 ①	④	1 5/8"	1 11/16"	2 1/4"	2 1/4"	.....	.....
7012400	.....	450 ④	1500 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7012401	460 ④	.....	1500 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7012811	450	450 ③	1700 ② ③	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7012910	.....	450	1700 ② ③	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7013004	475	450	④	1 5/8" ⑩	1 11/16" ⑩	2 1/4"	2 1/4"	.....	.....
7013006	475	450	④	1 5/8" ⑩	1 11/16" ⑩	2 1/4"	2 1/4"	.....	.....
7013010	475 ③	450 ③	④	1 5/8" ⑩	1 11/16" ⑩	2 1/4"	2 1/4"	.....	.....
7013012	475 ③	450 ③	④	1 5/8" ⑩	1 11/16" ⑩	2 1/4"	2 1/4"	.....	.....
7013030	.....	480	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7013031	.....	480 ①	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7013044	.....	485 ②③	1500 ②	②	1 3/8"	1 1/2" ③	1 5/16"	11/16" ⑦	3/8"
7013050	460	460	1600 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7013100	.....	485 ②③	1500 ②	1 13/32"	1 3/8"	1 11/32"	1 11/32"	7/16"	3/8"
7013150	460 ⑥	520 ⑦	1600 ②	1 5/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7013950	460	460	1600 ②	1 5/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7013952	460 ⑥	520 ⑦	1600 ②	1 5/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7015004	475	450	④	1 17/32" ⑮	1 19/32" ⑮	2 1/4"	2 1/4"	.....	.....
7015006	475	450	④	1 17/32" ⑮	1 19/32" ⑮	2 1/4"	2 1/4"	.....	.....
7015010	475 ①	450 ①	④	1 17/32" ⑮	1 19/32" ⑮	2 1/4"	2 1/4"	.....	.....
7015012	475 ①	450 ①	④	1 17/32" ⑮	1 19/32" ⑮	2 1/4"	2 1/4"	.....	.....
7015040	.....	485 ②③	1500 ②	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7019004	475	450	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7019006	475	475	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7019010	475 ①	450 ①	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7019014	475	450	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7019030	.....	450-480	1700 ②	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7019031	.....	450-480 ①	1700 ②	1 7/16"	1 3/8"	1 1/2"	1 5/16"	5/8"	3/8"
7019040	525 ⑧	525 ② ⑧	650 ③	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7019050	550	500	1600 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7019054	550 ⑧	500 ⑥	1600 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7019055	550	500	1900 ②	1 13/32"	1 3/8"	1 1/2"	1 3/8"	5/8"	3/8"
7019056	550	550	1900 ②	1 13/32"	1 3/8"	1 1/2"	1 3/8"	5/8"	3/8"
7019066	680-700 ③	580-600 ②	3000 ②	1 21/64"	1 21/64"	1 1/4"	1 1/4"	9/16"	9/16"
7019079	680-700	580-600	2800 ②	1 21/64"	1 21/64"	1 1/4"	1 1/4"	9/16"	9/16"
7020006	500	475	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7020012	500	475	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7020022	500	475	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7020023	500	.....	④	1 1/2"	1 5/16"	1 1/2"	1 1/8"	13/16"	1/2"
7020024	.....	475	④	1 1/2"	1 5/16"	1 1/2"	1 1/8"	13/16"	1/2"
7020040	525	525 ② ⑧	625 ③	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7020041	525	525 ②③	625 ③	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7020043	.....	525 ② ⑨	650 ③ ⑩	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7020045	525 ⑨	.....	650 ③ ⑩	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7020066	.....	580-600 ②	3000 ②	1 21/64"	1 21/64"	1 1/4"	1 1/4"	9/16"	9/16"
7020078	580-600	580-600 ③	2800 ②	1 11/32"	1 3/8"	1 7/16"	1 5/16"	9/16"	3/8"
7020079	680-700 ③	.....	2800 ②	1 21/64"	1 21/64"	1 1/4"	1 1/4"	9/16"	9/16"
7020950	550	475	1600 ②	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7020952	550	475	1800 ②	1 13/32"	1 3/8"	1 1/2"	1 3/8"	5/8"	3/8"

Rochester Carburetors

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ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 2)

Rochester Carb. No.	Vacuum Assist Setting	Pump Rod Setting	Pump Rod Position	Idle Vent Setting	Choke Rod Setting	Initial Fast Idle Setting	Auto. Choke Setting	Unloader Setting
701108	.....	1 1/16"	.....	.....	.043"	.....	1 Lean ⑦	.235"
7011570	.....	1 1/64"	Outer	.....	.148"	.024"	Index	.128"
7011600	.....	1 1/32"	Center	.....	.148"	.028"	Index	.128"
7011701	1 1/16"	15/16"	.....	7/8"	.063"	.033"	Index	.115"
7012000	.....	15/16"	.....	7/8"	.040"	.020"	Index	.125"
7012001	.....	15/16"	.....	7/8"	.040"	.020"	Index	.125"
7012010	.....	29/32"	.....	13/16"	.040"	.020"	Index	.125"
7012011	.....	29/32"	.....	13/16"	.040"	.020"	Index	.125"
7012126	.....	1 1/16"	.....	.....	.043"	.....	1 Lean	.235"
7012128	.....	1 1/16"	.....	.....	.043"	.....	1 Lean ⑦	.235"
7012400	1 5/32"	1 1/32"	.....	29/32"	.052"	.024"	.....	.115"
7012401	1 5/32"	1 1/32"	.....	29/32"	.052"	.024"	.....	.115"
7012811	1 1/32"	29/32"	.....	13/16"	.040"	.020"	Index	.125"
7012910	1 1/32"	29/32"	.....	13/16"	.040"	.020"	Index	.125"
7013004	.....	1 1/16"	.....	31/32"	.043"	.....	1 Lean	.235"
7013006	.....	1 1/16"	.....	31/32"	.043"	.....	Index	.235"
7013010	.....	1 1/16"	.....	31/32"	.043"	.....	1 Lean	.235"
7013012	.....	1 1/16"	.....	31/32"	.043"	.....	Index	.235"
7013030	1 3/32"	27/32"	.....	3/4"	.040"	.024"	Index	.130"
7013031	1 3/32"	27/32"	.....	3/4"	.040"	.024"	Index	.130"
7013044	1 1/16"	1 1/32"	Center	.....	.148"	.028"	Index	.128"
7013050	1 1/16"	1 1/32"	Inner	29/32"	.052"	.024"	Index	.115"
7013100	.....	1 1/32"	Center	.....	.148"	.028"	Index	.128"
7013150	1 1/16"	1 1/32"	Inner	29/32"	.052"	.024"	Index	.115"
7013950	1 1/16"	1 1/32"	Inner	29/32"	.052"	.024"	Index	.115"
7013952	1 1/16"	1 1/32"	Inner	29/32"	.052"	.024"	Index	.115"
7015004	.....	1 1/16"	.....	31/32"	.055"	.....	1 Lean	.235"
7015006	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7015010	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7015012	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7015040	.....	1 1/32"	Center	.....	.060"	.028"	Index	.128"
7019004	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7019006	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7019010	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7019014	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.235"
7019030	1 3/32"	27/32"	.....	3/4"	.040"	.024"	1 Rich	.125"
7019031	1 3/32"	27/32"	.....	3/4"	.040"	.024"	1 Rich	.125"
7019040	.....	1 1/32"	Center	.....	.060"	.028"	Index	.128"
7019050	1 1/16"	1 1/32"	Inner	29/32"	.050"	.024"	Index	.115"
7019054	1 1/16"	1 1/32"	Inner	29/32"	.050"	.024"	Index	.115"
7019055	29/32"	1 1/32"	Outer	15/16"	.050"	.024"	Index	.190"
7019056	29/32"	1 1/32"	Outer	15/16"	.050"	.024"	Index	.190"
7019066	.....	15/16"	Inner	55/64"	.030"	.028"	2 Rich	.152"
7019079	.....	15/16"	Inner	55/64"	.030"	.028"	1 Rich	.152"
7020006	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.230"
7020012	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.230"
7020022	.....	1 1/16"	.....	31/32"	.055"	.....	Index	.230"
7020023	1 7/32"	1"	Outer	29/32"	.070"	.....	Index	.130"
7020024	1 7/32"	1"	Outer	29/32"	.070"	.....	Index	.130"
7020040	.....	1 1/32"	Center	.....	.060"	.028"	Index	.128"
7020041	.....	1 1/32"	Center	.....	.060"	.028"	Index	.128"
7020043	.....	29/32"	Outer	.....	.045"	.032"	Index	.128"
7020045	.....	29/32"	Outer	.....	.045"	.032"	Index	.128"
7020066	.....	15/16"	Inner	53/64"	.028"	.028"	1 Rich	.152"
7020078	.....	29/32"	Outer	.....	.045"	.032"	Index	.130"
7020079	.....	15/16"	Inner	55/64"	.028"	.028"	1 Rich	.152"
7020950	1 1/16"	1 1/64"	Inner	29/32"	.052"	.024"	Index	.120"
7020952	29/32"	1 1/64"	Outer	15/16"	.052"	.024"	1 Rich	.190"

Rochester Carburetors

ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 1 Continued)

Rochester Carb. No.	Hot Idle Speed (Engine RPM)		Fast Idle Eng. RPM	Float Level Setting		Float Drop Setting		Float Toe Setting	
	S.M. Trans.	Auto, Trans. ¹⁹		Pri.	Sec.	Pri.	Sec.	Pri.	Sec.
7020953	550 Ⓒ	475 ⒸⒸ	1800 Ⓒ	1 13/32"	1 3/8"	1 1/2"	1 3/8"	5/8"	3/8"
7020955	550 Ⓒ	500 ⒸⒸ	1600 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 5/16"	11/16"	3/8"
7020985	550 Ⓒ	500 ⒸⒸ	1800 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 1/8"	11/16"	3/8"
7022752	550 Ⓒ	500 ⒸⒸ	1800 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 1/8"	11/16"	3/8"
7023006	475	450	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7023012	475	450	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7023030	.....	480	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/4"	5/8"	3/8"
7023031	.....	480	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/4"	5/8"	3/8"
7023040	475 ②	475 ②	625 Ⓒ	1 11/32"	1 3/8"	1 7/16"	1 1/4"	9/16"	3/8"
7023044	.....	500 Ⓒ	625 Ⓒ	1 11/32"	1 3/8"	1 9/16"	1 9/32"	9/16"	3/8"
7023045	500 Ⓒ	.....	625 Ⓒ	1 11/32"	1 3/8"	1 9/16"	1 9/32"	9/16"	3/8"
7023050	550	500	1600 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 3/16"	11/16"	3/8"
7023051	550 Ⓒ	500 ⒸⒸ	1600 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 3/16"	11/16"	3/8"
7023054	.....	500 Ⓒ	1500 22	1 7/16"	1 3/8"	1 3/8"	1 1/8"	17/32"	3/8"
7023055	550 Ⓒ	.....	2400 Ⓒ	1 7/16"	1 3/8"	1 3/8"	1 1/8"	17/32"	3/8"
7023069	680-700 Ⓒ	.....	2800 Ⓒ	1 11/32"	1 11/32"	1 1/4"	1 1/4"	9/16"	9/16"
7023070	.....	580-600 Ⓒ	3000 Ⓒ	1 11/32"	1 11/32"	1 1/4"	1 1/4"	9/16"	9/16"
7023143	475 ②	450 ④	625 Ⓒ	1 11/32"	1 3/8"	1 7/16"	1 1/4"	9/16"	3/8"
7024030	.....	480	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7024031	.....	480	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7024040	500	500 Ⓒ	600 Ⓒ	1 11/32"	1 3/8"	1 7/16"	1 3/16"	17/32"	13/32"
7024044	550 ②	550 ②	600 Ⓒ	1 11/32"	1 3/8"	1 19/32"	1 3/16"	19/32"	3/8"
7024045	550 ②	550 ②	600 Ⓒ	1 11/32"	1 3/8"	1 19/32"	1 3/16"	19/32"	3/8"
7024050	500	500	1000 Ⓒ	1 15/32"	1 3/8"	1 3/8"	1 3/16"	11/16"	3/8"
7024051	500	500	1000 Ⓒ	1 15/32"	1 3/8"	1 3/8"	1 3/16"	11/16"	3/8"
7024054	600	.....	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 1/8"	17/32"	3/8"
7024055	.....	500	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 1/8"	17/32"	3/8"
7024120	.....	500	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024121	475-500	450-475	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024122	500 ②	500 ②	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024123	500	.....	④	1 1/2"	1 5/16"	1 1/2"	1 1/8"	13/16"	1/2"
7024124	.....	500	④	1 1/2"	1 5/16"	1 1/2"	1 1/8"	13/16"	1/2"
7024125	500	.....	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024126	.....	500	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024127	500	.....	④	1 1/2"	1 13/32"	1 1/2"	1 7/16"	25/32"	21/32"
7024128	.....	500	④	1 1/2"	1 13/32"	1 1/2"	1 7/16"	25/32"	21/32"
7024153	500	500	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 3/16"	11/16"	3/8"
7024154	500	500	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 3/16"	11/16"	3/8"
7024220	.....	500	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024225	500	.....	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7024226	.....	500	④	1 33/64"	1 37/64"	2 1/4"	2 1/4"	.....	.....
7025030	.....	480 Ⓒ	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7025031	.....	480 Ⓒ	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7025040	.....	500 Ⓒ	600 Ⓒ	1 13/32"	1 13/32"	1 1/16"	1 1/4"	.....	.....
7025042	.....	500 Ⓒ	600 Ⓒ	1 13/32"	1 13/32"	1 1/16"	1 1/4"	.....	.....
7025050	550	500	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 9/32"	3/4"	3/8"
7025051	600 Ⓒ	550 Ⓒ	1000 Ⓒ	1 15/32"	1 3/8"	1 1/2"	1 9/32"	5/8"	3/8"
7025054	.....	500	1000 Ⓒ	1 7/16"	1 7/16"	1 1/4"	1 1/4"	.....	.....
7025055	550	.....	1000 Ⓒ	1 7/16"	1 7/16"	1 1/4"	1 1/4"	.....	.....
7025121	.....	⑦	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025122	.....	⑦	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025123	450-500	.....	④	1 1/2"	1 13/32"	1 1/2"	1 7/16"	25/32"	21/32"
7025124	.....	⑦	④	1 1/2"	1 13/32"	1 1/2"	1 7/16"	25/32"	21/32"
7025126	.....	⑦	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025127	450-500	.....	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025128	.....	⑦	④	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025150	550	500	1000 Ⓒ	1 15/32"	1 3/8"	1 1/16"	1 1/16"	.....	.....
7025151	600 Ⓒ	550 Ⓒ	1000 Ⓒ	1 15/32"	1 3/8"	1 1/16"	1 1/16"	.....	.....
7025157	.....	550 Ⓒ	1000 Ⓒ	1 7/16"	1 7/16"	1 1/4"	1 1/4"	.....	.....

Rochester Carburetors

ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 2 Continued)

Rochester Carb. No.	Vacuum Assist Setting	Pump Rod Setting	Pump Rod Position	Idle Vent Setting	Choke Rod Setting	Initial Fast Idle Setting	Auto. Choke Setting	Unloader Setting
7020953	29/32"	1 1/64"	Outer	15/16"	.052"	.024"	1 Rich	.190"
7020955	1 1/16"	1 1/64"	Inner	29/32"	.052"	.024"	Index	.120"
7020985	1 1/8"	1 1/64"	Outer	15/16"	.052"	.024"	2 Rich	.190"
7022752	1 1/8"	1 1/64"	Outer	15/16"	.052"	.024"	2 Rich	.190"
7023006	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.230"
7023012	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.230"
7023030	1 1/16"	27/32"	.....	.....	.040"	.....	1 Rich	.130"
7023031	1 1/16"	27/32"	.....	.....	.040"	.....	1 Rich	.130"
7023040	.....	1"	Center	.....	.050"	.035"	Index	.130"
7023044	.....	29/32"	Center	.....	.045"	.030"	Index	.130"
7023045	.....	29/32"	Center	.....	.045"	.030"	Index	.130"
7023050	1 1/16"	1"	Inner	29/32"	.050"	.025"	Index	.120"
7023051	1 1/16"	1"	Inner	29/32"	.050"	.025"	Index	.120"
7023054	.....	1"	Outer	29/32"	.050"	.025"	Index	.190"
7023055	.....	1"	Outer	29/32"	.050"	.025"	Index	.190"
7023069	.....	15/16"	Inner	27/32"	.030"	.030"	Index	.150"
7023070	.....	15/16"	Inner	27/32"	.030"	.030"	Index	.150"
7023143	.....	1"	Center	.....	.050"	.035"	Index	.130"
7024030	1 1/16"	13/16"	Outer	.....	.040"	.....	Index	.125"
7024031	1 1/16"	13/16"	Outer	.....	.040"	.....	Index	.125"
7024040	.....	1 1/32"	Center	.....	.030"	.....	Index	.120"
7024044	.....	31/32"	Inner	.....	.050"	.....	2 Rich	.120"
7024045	.....	31/32"	Inner	.....	.050"	.....	Index	.120"
7024050	1 1/32"	1"	Inner	29/32"	.050"	.....	Index	.115"
7024051	1 1/32"	1"	Inner	29/32"	.050"	.....	Index	.115"
7024054	.....	1"	Inner	29/32"	.050"	.....	Index	.190"
7024055	.....	1"	Inner	29/32"	.050"	.....	Index	.190"
7024120	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024121	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024122	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024123	1 7/32"	1"	.....	29/32"	.070"	.....	Index	.130"
7024124	1 7/32"	1"	.....	29/32"	.070"	.....	Index	.130"
7024125	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024126	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024127	1 5/32"	1 1/32"	.....	15/16"	.089"	.....	Index	.130"
7024128	1 5/32"	29/32"	.....	13/16"	.089"	.....	Index	.130"
7024153	1 1/32"	1"	Inner	29/32"	.050"	.....	Index	.115"
7024154	1 1/32"	1"	Inner	29/32"	.050"	.....	Index	.115"
7024220	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024225	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7024226	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.235"
7025030	1 1/16"	13/16"	Outer	.....	.040"	.022"	Index	.125"
7025031	1 1/16"	13/16"	Outer	.....	.040"	.022"	Index	.125"
7025040	.....	1"	Center	.....	.060"	.....	Index	.120"
7025042	.....	1"	Center	.....	.060"	.....	1 Rich	.120"
7025050	1 3/32"	1"	Outer	29/32"	.050"	.....	1 Rich	.120"
7025051	1 1/8"	1"	Outer	29/32"	.050"	.....	1 Rich	.120"
7025054	.....	1"	Outer	29/32"	.050"	.....	Index	.120"
7025055	.....	1"	Outer	29/32"	.050"	.....	Index	.120"
7025121	.....	1 1/16"	Inner	31/32"	.055"	.....	Index	.250"
7025122	.....	1 1/16"	Inner	31/32"	.055"	.....	Index	.250"
7025123	1 5/32"	1 1/32"	.....	15/16"	.090"	.....	Index	.130"
7025124	1 5/32"	29/32"	.....	13/16"	.090"	.....	Index	.130"
7025126	.....	1 1/16"	Inner	31/32"	.055"	.....	Index	.250"
7025127	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7025128	.....	1 1/16"	Inner	31/32"	.055"	.....	Index	.250"
7025150	13/16"	1"	Outer	29/32"	.050"	.....	1 Rich	.120"
7025151	25/32"	1"	Outer	29/32"	.050"	.....	1 Rich	.120"
7025157	.....	1"	Outer	29/32"	.050"	.....	Index	.120"

ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 1 Continued)

Rochester Carb. No.	Hot Idle Speed (Engine RPM)		Fast Idle Eng. RPM	Float Level Setting		Float Drop Setting		Float Toe Setting	
	S.M. Trans.	Auto. Trans. 19		Pri.	Sec.	Pri.	Sec.	Pri.	Sec.
7025158	600 Ⓞ	.....	1000 Ⓞ	1 7/16"	1 7/16"	1 1/4"	1 1/4"	.....	.....
7025185	475	450	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025186	475	450	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7025255	600 Ⓞ	550 Ⓞ	1000 Ⓞ	1 15/32"	1 3/8"	1 1/16"	1 1/16"	.....	.....
7026030	.....	480-500 ①	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7026031	.....	480-500 ①	1700-1750 ②	1 7/16"	1 3/8"	1 1/2"	1 1/16"	5/8"	3/8"
7026040	.....	500 ⌘	650 Ⓞ	1 13/32"	1 13/32"	1 1/16"	1 1/16"	.....	.....
7026121	450-500 ①	.....	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7027085	.....	.....	.....	.....	.....	.....	.....	.....	.....
7036118	.....	600 Ⓞ	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7036119	700 Ⓞ	.....	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7036120	.....	600 Ⓞ	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7036121	700 Ⓞ	.....	.....	1 17/32"	1 19/32"	2 1/4"	2 1/4"	.....	.....
7037081	.....	.....	.....	.....	.....	.....	.....	.....	.....

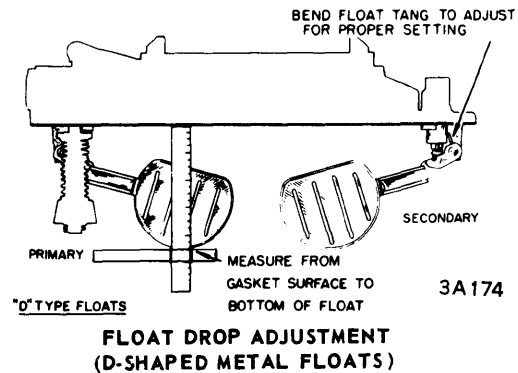
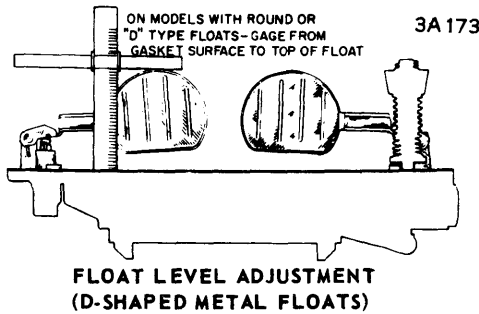
ADJUSTMENT (Continued)

Float Toe (Floats with No Dimple at Toe End) - With air horn inverted and gasket removed, float toe should be flush with gasket surface of air horn. To adjust, bend pontoon lightly as shown in illustration.

Carburetors with "D" Shaped Metal Floats - Invert air horn (gasket in place) and measure distance from gasket surface to top of float (see illustration). Distance should be as specified in table. To adjust, bend float arm at rear of float assembly.

should be as specified in table. To adjust, bend tang at rear of float hanger.

"D" Shaped Floats - Hold air horn upright and measure distance from gasket surface to bottom of float, with float hanging free. Distance should be as indicated in specification table. To adjust, bend float tang.

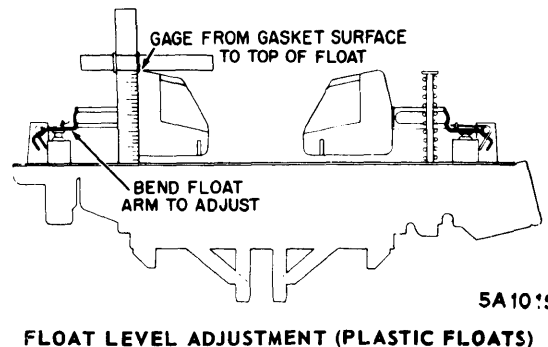
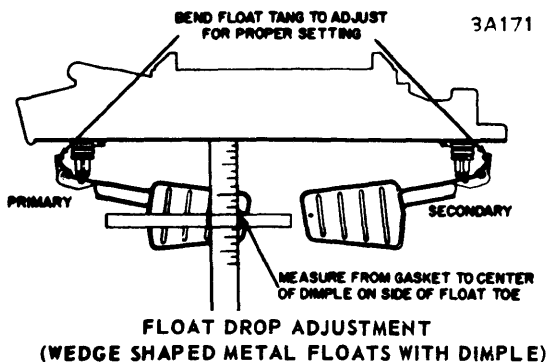


Float Drop (Metal Floats) (Primary & Secondary)

Wedge Shaped Floats - Hold air horn upright with floats hanging free (vacuum power piston extended on vacuum assist type floats), measure distance from gasket surface to center of dimple (floats with dimple at toe end), to lower end of float toe (floats without dimple). Distance

Float Level (Plastic Floats) (Primary & Secondary)

With air horn inverted and gasket in place, measure from gasket surface to top of float at large end (heel) of float (see illustration). Distance should be as indicated in "Specifications". To adjust, bend float arm adjacent to needle seat. **CAUTION** - Do not attempt to bend float at float arm (will cause breakage).



ROCHESTER 4GC 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Table No. 2 Continued)

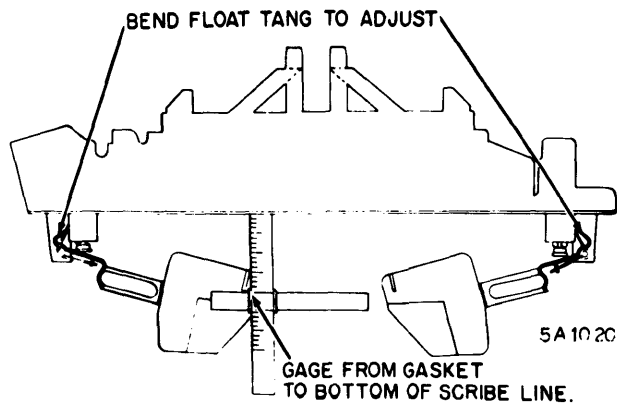
Rochester Carb. No.	Vacuum Assist Setting	Pump Rod Setting	Pump Rod Position	Idle Vent Setting	Choke Rod Setting	Initial Fast Idle Setting	Auto. Choke Setting	Unloader Setting
7025158	.....	1"	Outer	29/32"	.050"	.....	Index	.120"
7025185	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7025186	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7025255	25/32"	1"	Outer	29/32"	.050"	.....	1 Rich	.120"
7026030	1 1/16"	13/16"	Outer	.....	.040"	.022"	Index	.125"
7026031	1 1/16"	13/16"	Outer	.....	.040"	.022"	Index	.125"
7026040	.....	1"	Center	.....	.060"	.....	Index	.120"
7026121	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7027085	.....	.....	.....	.....	.....	.....	.....	.....
7036118	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7036119	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.200"
7036120	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.250"
7036121	.....	1 1/16"	Outer	31/32"	.055"	.....	Index	.200"
7037081	.....	.....	.....	.....	.....	.....	.....	.....

- ① - Air Conditioning ON.
- ② - Transmission in NEUTRAL or PARK.
- ③ - 550 RPM with Air Conditioning.
- ④ - No Adjustment. Fast idle will be correct when slow idle correctly set.
- ⑤ - Flush with gasket surface of air horn.
- ⑥ - Fast idle screw on low step of fast idle cam.
- ⑦ - No idle speed specified. Set idle as low as possible in DRIVE for smooth idling and to prevent creep or harsh
- ⑧ - Air Conditioning OFF.
- ⑨ - Fast idle screw on high step of fast idle cam.
- ⑩ - 500 RPM with modified carburetor.
- ⑪ - 520 RPM with maximum air conditioner load.
- ⑫ - 540-560 RPM with air conditioning OFF.
- ⑬ - With vacuum assist. 1 7/16" without vacuum assist.
- ⑭ - Without float torsion spring on primary floats.
- ⑮ - With float torsion spring on primary floats.
- ⑯ - Air Conditioning OFF if equipped with idle compensator; ON if no idle compensator.
- ⑰ - 1/2" without vacuum assist spring.
- ⑱ - 575 RPM with Air Conditioning OFF.
- ⑲ - Transmission in DRIVE except as noted.
- ⑳ - 630-650 RPM with Air Conditioning OFF.
- ㉑ - 520 RPM with two carburetors.
- ㉒ - Fast idle screw on second highest step of fast idle cam against shoulder of top step.
- ㉓ - 525 with Air Conditioning OFF.
- ㉔ - 1 3/8" without vacuum assist, 1 15/32" with vacuum assist.
- ㉕ - 600 RPM with Air Conditioning OFF.
- ㉖ - 283" Engine only. For 327" Engine: 475-500 RPM (Synchro-mesh), 450-475 RPM (Auto. Trans.).
- ㉗ - Index for Turboglide .
- ㉘ - 500-520 with Air Conditioning ON.
- ㉙ - With fast idle screw on high step of fast idle cam, Air Conditioning ON. 2000 RPM with two carburetors.
- ㉚ - 550 RPM (Air Cond. Cars) Air Cond. OFF.

ADJUSTMENT (Continued)

Float Drop (Plastic Floats) (Primary & Secondary)

Hold air horn upright with floats hanging free (vacuum power piston extended on vacuum assist type floats), measure distance from gasket surface to bottom of scribed

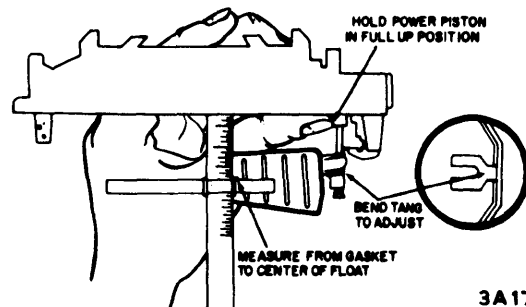


FLOAT DROP ADJUSTMENT (PLASTIC FLOATS)

line on side of float at toe end (see illustration). Distance should be as indicated in "Specifications". To adjust, bend tang on rear of float arm next to needle seat.

Vacuum Assist Spring (Primary Floats)

NOTE - This adjustment not required on some models. With air horn upright and level (see illustration), hold



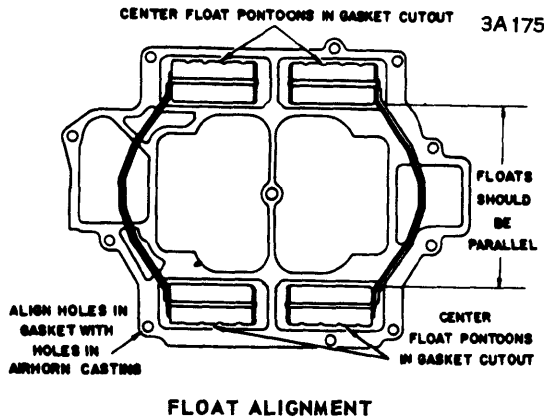
VACUUM ASSIST SPRING ADJUSTMENT

ROCHESTER 4GC 4-BARREL (Continued)

vacuum power piston in full upward position, bounce floats lightly to make certain cup retainer on vacuum assist spring is not binding on upper power piston stem. Measure distance from gasket surface to center of dimple on side of float at toe end. Distance should be as shown in specification table. To adjust, bend tang at center of float arm as shown in illustration.

Float Alignment

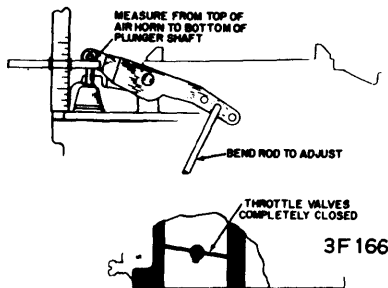
Align floats so they are parallel, then align screw holes in gasket with screw holes in air horn. Make sure pontoons are centered in cut-out sections of gasket and that sides of pontoons are parallel with adjacent edges of gasket.



Accelerating Pump Rod Adjustment

NOTE - This is a linkage adjustment and not a seasonal setting.

Back out slow idle speed (and fast idle speed) screws until throttle valves are completely closed. Make sure pump rod is connected in proper hole of arm as indicated in specification table. Hold throttle valves in closed position and use a gauge or scale to check pump adjustment. **NOTE** - If a gauge is used, place it on top of air horn next to pump plunger. End of pump shaft should slide freely into hole in gauge marked "Pump". If a scale is used, measure distance from top of air horn casting to bottom of pump plunger shaft (see Specifications). If height not correct, adjust by bending pump rod.



ACCELERATING PUMP ROD ADJUSTMENT

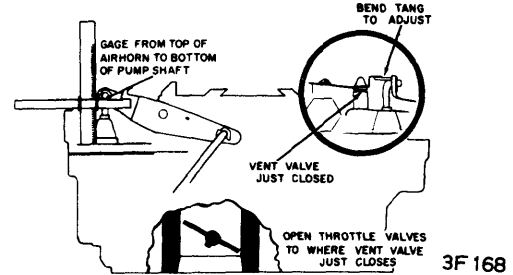
Accelerating Pump Seasonal Setting

See "Carburetion" on individual car model TUNE-UP pages.

Atmospheric Idle Vent

NOTE - Idle vent not used on some models. With pump rod correctly adjusted, open throttle valves to point where

vent valve is just closed, then hold in this position. Distance from top of air horn to bottom of pump plunger shaft should be as specified (see Specifications). To adjust, bend tang on pump lever.



IDLE VENT ADJUSTMENT

Automatic Choke Modifier

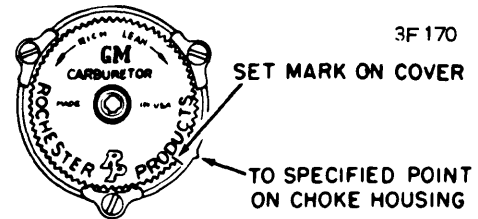
Models So Equipped - With fast and slow idle screws backed out and primary throttle valves tightly closed, loosen choke modifier lock screw and rotate index pointer counterclockwise from free position until thermostat spring begins to close choke valve. Continue counterclockwise until pointer lines up with index position on thermostat cover.

Automatic Choke (Hot Water Choke Coil)

1964 Buick - **NOTE** - If choke is disassembled, scribe mark on inner cover should be aligned with index point on outer cover at reassembly, before center screw is tightened. Do not loosen center screw in cover when making choke adjustment or engine coolant will be spilled. To adjust, align proper index point on choke housing with scribe mark on choke cover. Tighten cover retaining screws.

Automatic Choke (Except Hot Water Choke Coil)

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

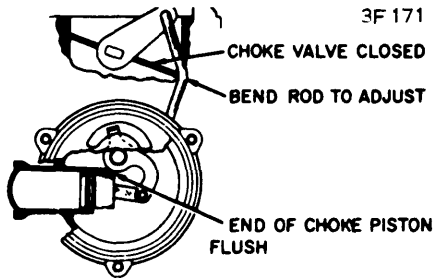
Intermediate Choke Rod (Choke Piston)

NOTE - Intermediate choke rod connects lever on choke valve shaft-to-choke lever on automatic choke housing. **All Models except Oldsmobile** - Hold choke valve completely closed and bend intermediate rod as necessary so that choke piston is flush with end of choke piston sleeve or cylinder bore (All models except 1965-66 Buick), or piston extends 1/32" (.030") out of bore (1965-66 Buick).

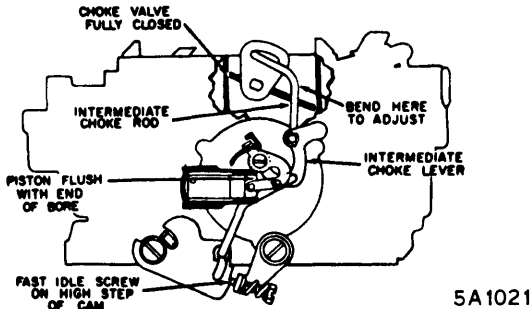
(Continued)

ROCHESTER 4GC 4-BARREL (Continued)

Oldsmobile Models - With fast idle correctly adjusted, position fast idle screw on high step of fast idle cam and raise intermediate choke lever to full UP position. Remove all lash from rods in slots. Choke piston should be flush with end of choke piston bore (see illustration). To adjust, bend intermediate choke rod as required.



INTERMEDIATE CHOKE ROD ADJUSTMENT (EXCEPT OLDSMOBILE)



INTERMEDIATE CHOKE ROD ADJUSTMENT (OLDSMOBILE)

Fast Idle Setting

NOTE - Chevrolet and some Pontiac fast idle settings will be correct when "slow idle" speed and choke rod adjustments have been made. On other models, the "On Engine" fast idle adjustment must be made with carburetor installed to insure proper warm-up performance. On some models, an "Off Engine" setting is specified as a preliminary adjustment.

"Off Engine" Adjustment (Where Specified) - Position fast idle screw on highest step of fast idle cam, and invert carburetor. Adjust fast idle screw until primary throttle valve opening (clearance between edge of valve and carburetor wall on side opposite idle mixture screws) is as specified in table. Reset fast idle after carburetor installed on engine.

"On Engine" Adjustment (All Models) - With engine at normal operating temperature, rotate fast idle cam so that fast idle screw is on specified stem of cam (see "Specifications"). Start engine and adjust fast idle screw for correct engine speed as shown in specifications.

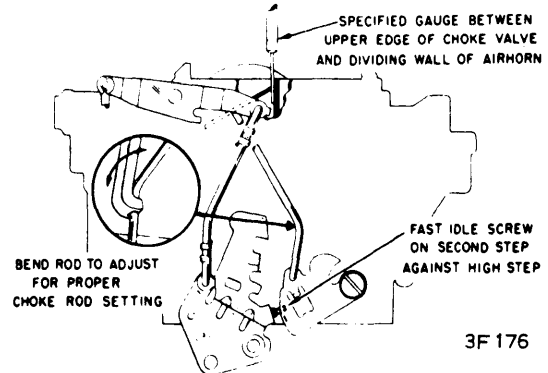
Choke Vacuum Diaphragm (Vacuum Break)

1965 Oldsmobile & F-85 with 330" Eng. - With idle speed screw backed out and not in contact with fast idle cam (throttle valves closed), clearance between choke valve and wall of air horn should be .060" with diaphragm plunger pushed in to a seated position. To adjust, bend diaphragm rod.

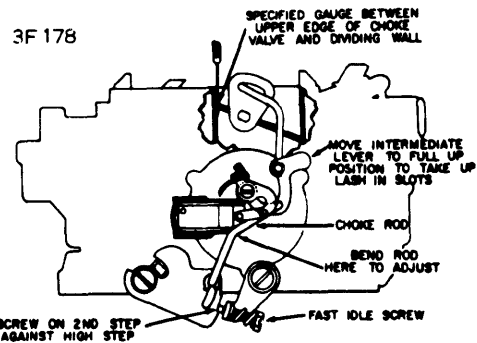
Choke Rod (Fast Idle Cam)

NOTE - On all carburetors except 1959 and Later Oldsmobile and Olds F-85, the choke rod connects choke valve shaft to fast idle cam. On 1959 and Later Oldsmobile models, the rod connects intermediate choke lever to fast idle cam.

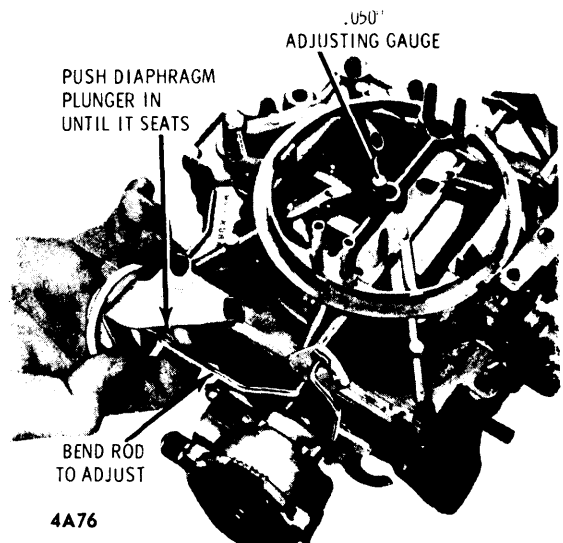
Rotate choke valve and fast idle cam until fast idle screw (cars with separate fast idle screw), slow idle screw (cars without separate fast idle screw) contacts SECOND step of fast idle cam and is against shoulder of highest step. On



CHOKE ROD ADJUSTMENT (TYPICAL) (EXCEPT OLDSMOBILE)



CHOKE ROD ADJUSTMENT (OLDSMOBILE)



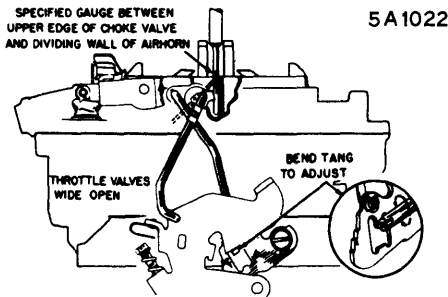
CHOKE VACUUM DIAPHRAGM ADJUSTMENT (1964 OLDSMOBILE 330" ENGINE)

ROCHESTER 4GC 4-BARREL (Continued)

1959 and later Oldsmobile models, raise intermediate choke lever to full up position making sure that intermediate rod and choke rod are at upper limits of travel in slots and that all lash is removed. On all models, bend choke rod to obtain specified clearance between choke valve and dividing wall of air horn. See "Specification Table".

Unloader

With throttle valves wide open, clearance between upper edge of choke valve and dividing wall of air horn should be as indicated in specifications. To adjust, bend tang on fast idle cam (on a few models adjustment is made by bending unloader tang on pump lever).



UNLOADER ADJUSTMENT (TYPICAL)

Secondary Throttle Lockout

Close choke valve fully so lock lever tang is engaged in slot of fast idle cam. Measure clearance between side of lockout lever tang and edge of slot in cam (see illustration). Adjust by bending tang on fast idle cam; clearance should be as follows:

Secondary Throttle Lockout Clearance

Model	Clearance
1963 Pontiac Tempest 4 Cyl. ....	.030"
1964 & Later Cadillac.....	.020"
All Others.....	.015"



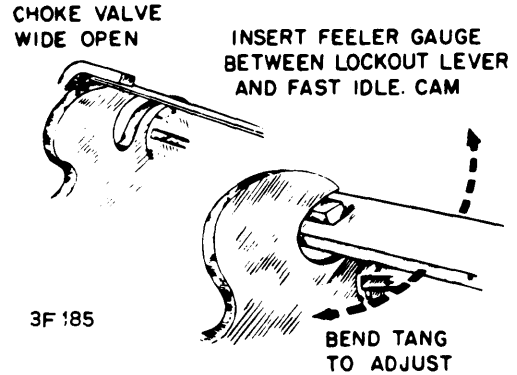
SECONDARY LOCKOUT ADJUSTMENT

Secondary Throttle Contour

Open choke valve fully so tang on lockout lever positioned over contoured section of fast idle cam (see illustration). Measure clearance between tang and edge of fast idle cam with a feeler gauge. Adjust by bending tang up or down; clearance should be as follows:

Secondary Throttle Contour Clearance

Model or Carb.	Clearance
Buick (All Models) .....	.030"
1957-63 Cadillac.....	.015"
1964 & Later Cadillac.....	.020"
1964 Chevrolet 7024128.....	.030"
All Chevrolet Except 7024128.....	.015"
Oldsmobile (All Models).....	.030"
1962 Pontiac Tempest V8.....	.030"
Pontiac Except 1962 Tempest V8.....	.015"



SECONDARY CONTOUR ADJUSTMENT

Secondary Throttle Opening

Cadillac - With carburetor inverted, open choke valve fully, move primary throttle valves to fully open position. Secondary throttle valves should reach wide open position at the same time. Check stops on primary and secondary throttle shafts to make certain tangs contact stops at the same instant. Adjust by bending tangs.

Secondary Actuating Lever

1959 & Later Oldsmobile (All Models) - With primary and secondary throttle valves completely closed, remove all slack from linkage and check clearance between tang on secondary actuating lever and primary throttle lever. Clearance should be .005-.025". Adjust by bending tang.

Secondary Lock Spring Adjustment

1961-63 Pontiac Tempest 4 Cyl. - After idle speed adjustment completed (with throttle valves closed), place idle on second step of fast idle cam. Clearance between secondary lock spring and secondary lever should be .038". To adjust, bend lock spring.

Car Starter

Buick 1959-60 - For checking and adjustment procedure, see "Buick Car Starter".

OVERHAUL

Disassembly

Air Horn & Bowl Cover - Remove idle speed-up control and bracket (if so equipped). On carburetors with choke housing on air horn, remove choke cover and coil assembly. On other carburetors, disconnect intermediate rod from choke shaft lever. On all carburetors, disconnect

See exploded view of carburetor.

-LATER CARBURETORS WITH PLASTIC FLOATS CLEANING CAUTION: Plastic floats should not be immersed in carburetor cleaner (use clean stoddard solvent only).

ROCHESTER 4GC 4-BARREL (Continued)

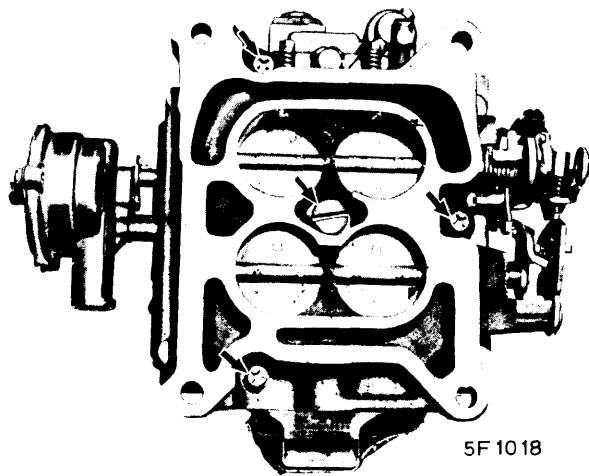
pump rod from pump lever, then remove choke trip lever and disengage choke lever and collar assembly from choke shaft. Disengage lower end of choke rod from fast idle cam and remove choke lever, collar and rod as an assembly. Remove choke valve, then remove choke valve shaft assembly. On carburetors with choke housing on air horn, remove choke housing. Remove attaching screws and remove air horn from main body. **NOTE - One screw is located in counterbore in dividing wall just inside edge of air horn (on some carburetors).** Invert cover and remove floats, inlet needles, seats and gaskets. Remove power piston assembly by compressing spring and letting it snap repeatedly until hammering action drives staked re-retaining disc from air horn. Disengage pump plunger shaft from pump lever and remove plunger assembly and rubber boot from air horn. Remove boot from plunger shaft, place plunger in gasoline to prevent it drying out.

Automatic Choke - Remove choke cover attaching screws and retainers, remove choke cover and coil assembly, gasket, and baffle plate. Remove choke piston lever screw, rotate lever to withdraw vacuum piston from cylinder, remove piston and lever assembly from housing (**NOTE -**

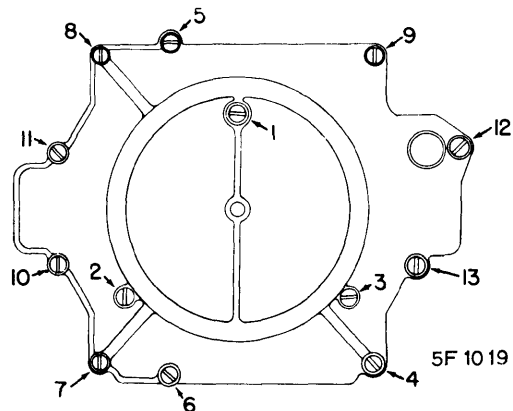
Piston can be removed from link by taking out piston pin). Remove choke housing attaching screws, remove choke housing and gasket or O-ring seal from main body. Remove choke shaft, lever, and rod assembly from choke housing.

Main Body - Take out attaching screws and remove primary and secondary venturi clusters and gaskets (discard gaskets). Remove both primary metering jets and secondary metering jets from bowl. Remove power valve and gasket, remove pump return spring from pump cylinder. Remove "T" shaped pump discharge spring guide (use needle nose pliers), and spring, invert casting to drop out pump inlet and outlet check balls (**CAUTION - Inlet ball is aluminum, outlet ball is steel and larger size - keep check balls separate for correct installation**). If necessary, remove retainer and pump inlet screen from bottom of bowl. Take out two self-tapping screws and remove hot idle compensator valve from secondary side (**CAUTION - Use care not to bend or distort bi-metal strip**).

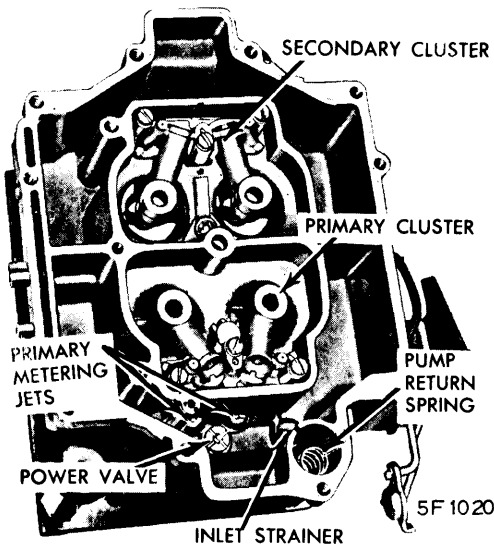
Throttle Body - Invert carburetor and remove fast idle cam and choke rod, idle mixture screws and springs, idle air bypass screw and spring, and vacuum hose fitting. Remove throttle body-to-main body attaching screws (one large



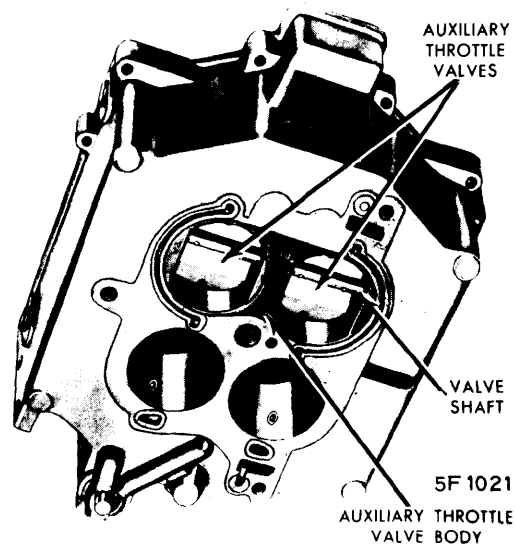
THROTTLE BODY SCREW LOCATION



BOWL COVER SCREW LOCATION & TIGHTENING SEQUENCE



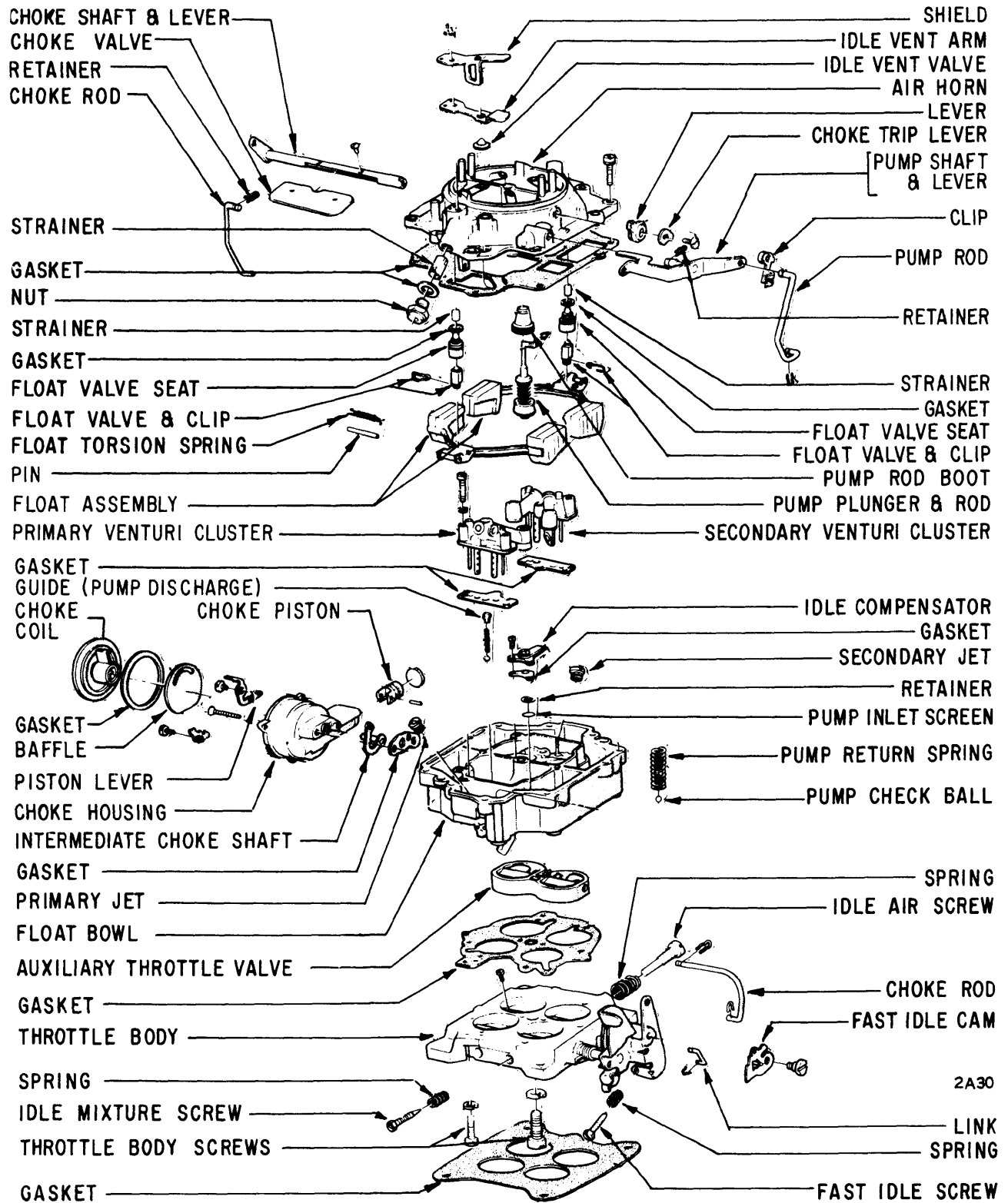
CARBURETOR BOWL PARTS ASSEMBLY



AUXILIARY THROTTLE VALVE INSTALLATION

Rochester Carburetors

ROCHESTER 4GC 4-BARREL (Continued)



ROCHESTER 4GC 4-BARREL CARBURETOR ASSEMBLY (TYPICAL)

ROCHESTER 4GC 4-BARREL (Continued)

screw and lockwasher located in counterbore in center of throttle body - see illustration); lift throttle body off. Remove secondary auxiliary throttle valve assembly from lower side of main body (**CAUTION** - *Do not attempt to disassembly auxiliary throttle valves; valve spring tension is calibrated and setting will be lost if assembly disturbed*). This completes throttle body disassembly. *Do not disassemble throttle levers or remove throttle valves (throttle body is serviced as an assembly with throttle valves, levers, and linkage).*

Cleaning & Inspection

Clean carburetor castings and metal parts (except as noted) in cleaning solvent and dry with air. Do not clean pump plunger, pump shaft boot, automatic choke cover and coil assembly, or auxiliary throttle valve assembly in cleaning solvent. Clean pump plunger in gasoline, make certain vapor check ball in plunger is free. Clean auxiliary throttle valve assembly with warm water and soft brush, air dry, make certain shaft is not bent and that valves operate without binding. Blow out all passages with com-

pressed air, remove all carbon deposits (**NOTE** -Welch plug in end of vacuum piston cylinder can be removed by piercing plug with sharp instrument and then prying plug out to clean carbon from cylinder and slots). Inspect all parts for wear and damage and replace as necessary.

Reassembly

Use all new gaskets and reverse disassembly procedure. Note the following:

Choke Valve Installation - Install valve in shaft with "R.P." marking on valve upward, install valve screws loosely, align choke valve by working choke shaft endwise while pressing upward on choke shaft lever (clearance between trip lever and choke counterweight should be .020" minimum), tighten valve screws securely and stake screws. Check choke valve for uniform clearance and free operation.

Air Horn Installation - Tighten attaching screws evenly in sequence shown in illustration.