1970 ROCHESTER 2GC & 2GV 2-BARREL

ROCHESTER 2GC

JEEP	Synchro-mesh	Auto. Trans.
225" V6 Manual Choke	7027082	7027082
Automatic Choke	7027089	7027089

OLDSMOBILE		
350" V8	7040155	7040156
455" V8 High Compr.		7040154
Low Compr.		7040159

ROCHESTER 2GV

BUICK		
350" V8	7040143	7040142
California Cars		7040446

CHEVROLET		
307" 200 HP V8	7040101	7040110
With Air Cond.	7040103	7040112
California Cars	7040401	7040410
With Air Cond.	7040403	7040412
350" 250 HP V8	7040113	7040114
With Air Cond.	7040115	7040116
California Cars	7040413	7040414
With Air Cond.	7040415	7040416
350" 250 HP (Camaro)	7040127	7040102
With Air Cond.	7040129	7040104
California Cars	7040427	7040402
With Air Cond.	7040429	7040404
400" 265 HP V8	7040117	7040118
With Air Cond.	7040119	7040120
California Cars	7040417	7040418
With Air Cond.	7040419	7040420

JEEP		
350" V8	7028088	7028088
	7040482	7040482

PONTIAC		
350" V8	7040071	7040062
Altitude Package		7040072
California Cars	7040471	7040462
With Air Cond.	7040471	7040463
400" V8	7040066	7040060
Altitude Package		7040064
California Cars	7040466	7040460
With Air Cond.	7040466	7040461

►CHANGES, CAUTIONS, CORRECTIONS

►*C.C.S." & "A.I.R." ENGINES NOTE:* These engines have special exhaust emission controls as follows: Specially calibrated distributors and carburetors, closed positive crankcase ventilation system, and related control units. **C.C.S. Engines** - Have "thermo air cleaner" (vacuum powered, thermostatically controlled cleaner air intake for control of carburetor air temperature). **A.I.R. Engines (Chevrolet Synchro-mesh)** - Air pump used for air injection in engine at exhaust valve ports.

CARBURETOR IDENTIFICATION

Rochester carburetor number stamped on fuel bowl under fuel inlet. Consists of seven digits on top line of stamping block.

DESCRIPTION

2-Barrel downdraft types with manual choke (2G), integral **automatic choke** (2GC), and separate "well" type automatic **choke (2GV Carburetors).** All carburetors have a Vacuum Break assembly. Some carburetors have plastic cellular floats and require special Float Level and Float Drop settings (see Adjustments).

Idle Stop Solenoid - Used on some carburetors. Consists of a solenoid controlled throttle stopscrew mechanism connected in ignition circuit which controls idle speed with engine running. When ignition turned off, solenoid allows throttle valves to close further as determined by conventional throttle stopscrew setting. Carburetors with idle stop solenoid require special idle speed adjustment. *See Adjustments.*

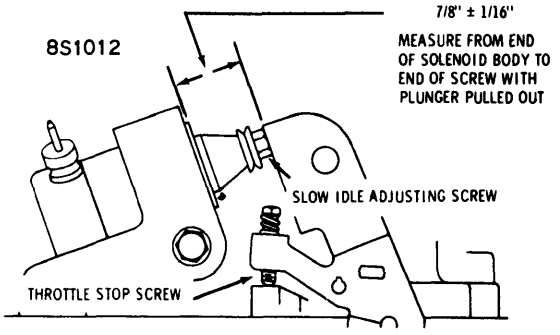
ADJUSTMENT

If initial adjustment required to warm up engine, set each idle mixture screw 2 turns out (Buick), 3 turns out (Chevrolet), 1½-2 turns out (Oldsmobile), 4 turns out (Pontiac) from a lightly seated position. On cars with Idle Stop Solenoid, check solenoid position as follows:

Idle Stop Solenoid Position - With throttle stopscrew set for approximately 575 RPM idle speed (normal setting), loosen clampscrew and slide solenoid away from throttle lever. Energize solenoid (or hold solenoid plunger in outer extended position), adjust solenoid stopscrew so that head of screw is 7/8"±1/16" out of solenoid body (see illustration), move solenoid assembly inward until screw lightly contacts throttle lever, make certain electrical connection is positioned 90° inward and tighten solenoid clampscrew. Back off throttle stopscrew so that throttle valves are completely closed.

CHEVROLET NOTE – On "California Cars" with evaporative emission system, disconnect fuel tank line from carbon canister while making carburetor adjustments.

PONTIAC NOTE – On "California Cars" with evaporative emission system, remove fuel tank filler cap while making carburetor adjustments.



IDLE STOP SOLENOID POSITION (TYPICAL)

Idle Speed & Mixture

Engine must be idling at normal operating temperature with choke valve wide open and fast idle inoperative. With Auto. Trans. in Drive, Air Conditioner OFF, idle stop solenoid energized (normal running condition) and Hot Idle Compensator Valve closed (where used), adjust each model as directed below.

Buick - Disconnect vacuum hose at distributor **and plug** hose (to prevent vacuum switch operation **and resultant** distributor advance). Adjust throttle **stopscrew for cor-**

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Rochester Carb. No.	Hot Idle Speed (Engine RPM) ①		Float Level Setting	Float Drop Setting	Pump Rod Setting	Choke Rod Setting	Vacuum Break Setting	Unloader Setting	Auto. Choke Setting
	Synchro-mesh	Auto. Trans.							
7027082	650-700 ⑦	650-700 ⑦	1-5/32" ⑧	1-3/4"	1-5/32"	.....	.....	.....	.....
7027089	650-700 ⑦	650-700 ⑦	1-5/32" ⑧	1-3/4"	1-5/32"	.055"	.....	.140"	Index
7028088	650-700 ⑦	650-700 ⑦	1-11/32"	1-3/4"	1-1/16"	.035"	.065"	.140"	⑥
7040060	.....	650	11/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040062	.....	650	9/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040064	.....	.....	11/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040066	800	.....	11/16"	1-3/4"	1-11/32"	.085"	.170"	.180"	⑥
7040071	800	.....	9/16"	1-3/4"	1-11/32"	.085"	.160"	.180"	⑥
7040072	.....	.....	9/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑤
7040101	700	.....	27/32"	1-3/4"	1-3/8"	.060"	.130"	.160"	⑤
7040102	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040103	700	.....	27/32"	1-3/4"	1-3/8"	.060"	.130"	.160"	⑤
7040104	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040110	.....	600/450 ②	27/32"	1-3/4"	1-3/8"	.060"	.100"	.215"	⑤
7040112	.....	600/450 ②	27/32"	1-3/4"	1-3/8"	.060"	.100"	.215"	⑤
7040113	750/450 ②	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040114	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040115	750/450 ②	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040116	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040117	700	.....	23/32"	1-3/8"	1- 17/32"	.085"	.215"	.325"	⑤
7040118	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040119	700	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040120	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040127	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040129	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040142	.....	600	15/32"	1-7/32"	1-13/32"	.080"	⑪	.180"	⑥
7040143	700	.....	15/32"	1-7/32"	1-15/32"	.100"	.190"	.200"	⑥
7040154	575	.....	9/16"	1-3/8"	1-11/32"	.140"	.160"	.170"	1 Lean
7040155	③	.....	9/16"	1-3/8"	1-11/32"	.140"	.160"	.170"	Index
7040156,9	.....	575	9/16"	1-3/8"	1-11/32"	.140"	.160"	.170"	Index
7040401	700	.....	27/32"	1-3/4"	1-5/16"	.060"	.130"	.160"	⑤
7040402	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040403	700	.....	27/32"	1-3/4"	1-5/16"	.060"	.130"	.160"	⑤
7040404	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040410	.....	600/450 ②	27/32"	1-3/4"	1-5/16"	.060"	.100"	.215"	⑤
7040412	.....	600/450 ②	27/32"	1-3/4"	1-5/16"	.060"	.100"	.215"	⑤
7040413	750/450 ②	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040414	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040415	750/450 ②	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040416	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.200"	.325"	⑤
7040417	700	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040418	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040419	700	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040420	.....	600/450 ②	23/32"	1-3/8"	1-17/32"	.085"	.215"	.325"	⑤
7040427	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040429	.....	.....	23/32"	1-3/8"	1-17/32"	.085"	.215"	.275"	⑤
7040446	.....	600	15/32"	1-7/32"	1-13/32"	.080"	⑪	.180"	⑥
7040460	.....	650	11/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040461	.....	650	11/16"	1-3/4"	1-11/32"	.080"	.150"	.180"	⑥
7040462	.....	650	9/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040463	.....	650	9/16"	1-3/4"	1-11/32"	.085"	.150"	.180"	⑥
7040466	800	.....	11/16"	1-3/4"	1-11/32"	.085"	.170"	.180"	⑥
7040471	800	.....	9/16"	1-3/4"	1-11/32"	.085"	.160"	.180"	⑥
7040482	650-700 ⑦	650-700 ⑦	15/32"	1-7/32"	1-13/32"	.080"	⑪	.180"	⑥

See next page for footnotes.

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)

FOOTNOTES FOR CARBURETOR SPECIFICATIONS TABLE.

① – Auto. Trans. in Drive. Air Conditioner OFF.
② – Higher RPM (solenoid energized), Lower RPM (solenoid de-energized).
③ – 750 RPM (350" V8), 675 RPM (455" V8).
④ – Primary .150", Secondary .140".
⑤ – I Rod diameter interference fit (see text for procedure).
⑥ – Choke rod in gauging slot (see text for procedure).
⑦ – All transmissions in Neutral. Air Conditioner OFF. Headlights ON (225" V6 Engines).
⑧ – Measured from gasket to TOP of float.

rect hot engine idle (see Specifications), adjust both idle mixture screws for highest engine RPM, then readjust throttle stopscrew for 20 RPM higher than the specified idle speed, finally turn each idle mixture screw in (to lean mixture) until engine speed drops off 10 RPM (total of 20 RPM for both screws) so that engine speed is at specified RPM.

Chevrolet – 307" & 400" (265HP) Cars – Disconnect and plug distributor vacuum line. Turn mixture screws in until lightly seated, back out 4 turns. Adjust **carburetor** idle speed screw to obtain 800 RPM (synchro-mesh), adjust **Solenoid** screw to obtain 630 RPM (auto. trans.). Adjust mixture screws equally in to obtain 700 RPM (synchro-mesh), 600 RPM (auto. trans.). On automatic transmission vehicles, disconnect solenoid electrically, set carburetor idle speed screw to obtain 450 RPM and reconnect solenoid.

Chevrolet – 350" (250 HP) Cars – Disconnect and plug distributor vacuum line. Turn mixture screws in until lightly seated, then back out 4 turns. Adjust **solenoid** screw to obtain 830 RPM (synchro-mesh), 630 RPM (auto. trans.). Adjust mixture screws equally in to obtain 750 RPM (synchro-mesh), 600 RPM (auto. trans.). Disconnect solenoid electrically, set carburetor idle speed screw to obtain 450 RPM and reconnect solenoid.

Jeep V6 Engines – Adjust with all transmissions in Neutral and headlights turned ON to assure an alternator load. Adjust throttle stopscrew for specified idle speed (see Specifications), then adjust both idle mixture screws equally for smoothest engine idle (turn screws counterclockwise for richer mixture, clockwise for leaner mixture). Recheck idle speed.

Jeep V8 Engines – Adjust with all lights and accessories (including air conditioner) OFF and with automatic transmission in Park or Neutral. Air cleaner must be in place. Adjust throttle stopscrew for specified idle speed (see Specifications), adjust both idle mixture screws equally by turning screws out (counterclockwise) to richen mixture until loss of engine speed is indicated, then turn screws in (clockwise) for leaner mixture until maximum RPM is obtained and continue to turn screws clockwise until slight drop in RPM is noted. This will ensure "lean as possible" adjustment. Readjust throttle stopscrew for correct idle speed.

Oldsmobile – With engine at normal operating temperature, remove air cleaner, disconnect air cleaner vacuum hose at intake manifold and plug fitting. Disconnect vacuum hose at distributor and plug hose. Set parking brake, block drive wheels, stop engine, turn air conditioner OFF, restart engine and place automatic transmission in DRIVE, synchro-mesh transmission in NEUTRAL. Choke should be fully open, with fast idle adjusting screw in "clearance" or off cam. Adjust idle speed only. *NOTE – Idle mixture screws have been preset at the factory, DO NOT adjust unless absolutely necessary.* If rough idle or stalls occur, check for possible vacuum leaks, and if rough idle persists: Turn both idle mixture screws in until lightly seated and then back out 6 turns. Start engine and set throttle screw to specified RPM. Turn each mixture screw in (clockwise ¼" increments) until proper slow idle speed is obtained, see *specifications*. Install air cleaner and connect vacuum hose. Remove plug from distributor vacuum hose and connect hose.

Pontiac – Set idle mixture screws 3-5 turns out from a lightly seated position, operate engine and adjust throttle stopscrew for "A" idle speed as indicated in table below. Lean mixture by turning both idle mixture screws in or clockwise until idle speed "B" in table below is obtained. Do not readjust throttle stopscrew.

Engine & Transmission	A – Idle Speed – B
350" & 400" (Synchro-mesh)	850 800
350" & 400" (Auto. Trans.)	675 650

Fast Idle Speed (On Engine)

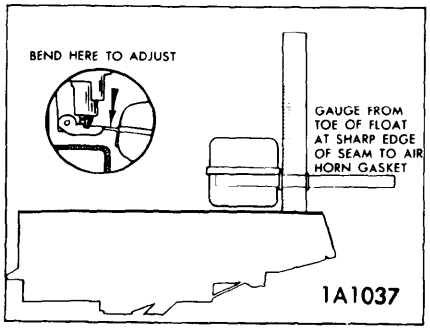
NOTE - Separate fast idle speed adjustment is not required except on cars listed below. On all other cars, fast idle speed will be correct when hot or slow idle speed is correctly adjusted.

Oldsmobile Models - Perform all preliminary operations as detailed for Idle Speed & Mixture Adjustment (above). With engine at normal operating temperature and idling with transmission in Neutral (Synchro-mesh), Park (Auto. Trans.) position fast idle adjusting screw on low step of fast idle cam and against shoulder of second step, turn fast idle screw in or out for engine speed of 900 RPM.

Float Level (Metal Floats)

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

JEEP NOTE – On Jeep Carburetors Nos. 7027082 & 7027089, float level measurement should be made from face of gasket to top of float at toe end. See Specfifications for settings.

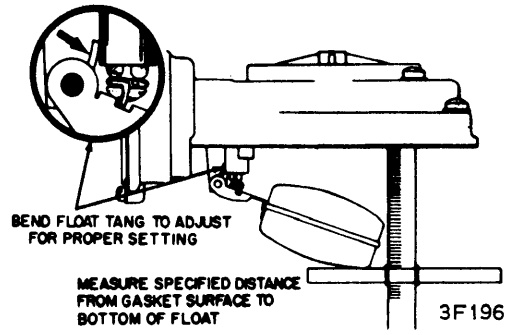


FLOAT LEVEL ADJUSTMENT (METAL FLOATS)

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)

Float Drop (Metal Floats)

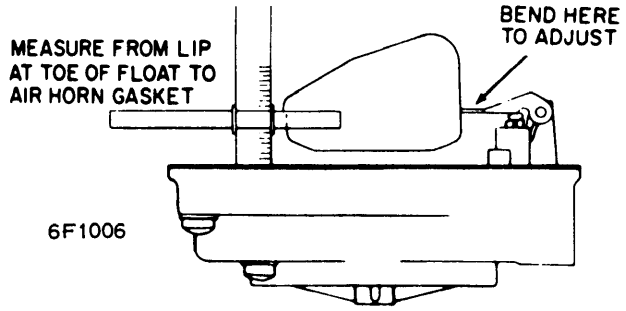
Hold air horn assembly upright (gasket in place), and measure distance from gasket to bottom of float pontoon (see illustration). Distance should be as indicated in specifications. To adjust, bend tang on float.



FLOAT DROP ADJUSTMENT (METAL FLOATS)

Float Level (Plastic Floats)

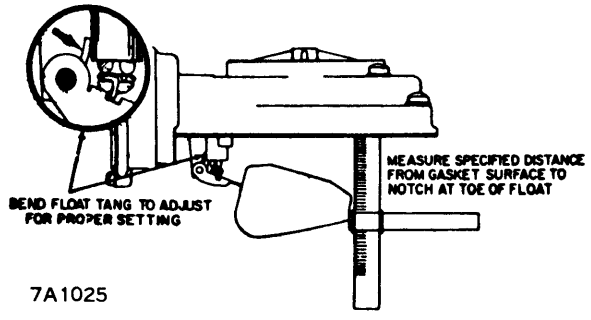
Invert air horn assembly with gasket in place, measure distance from gasket face to lip on free end of float (see illustration). If this distance not correct (see Specifications), adjust by bending float arm as shown.



FLOAT LEVEL ADJUSTMENT (PLASTIC FLOATS)

Float Drop (Plastic Floats)

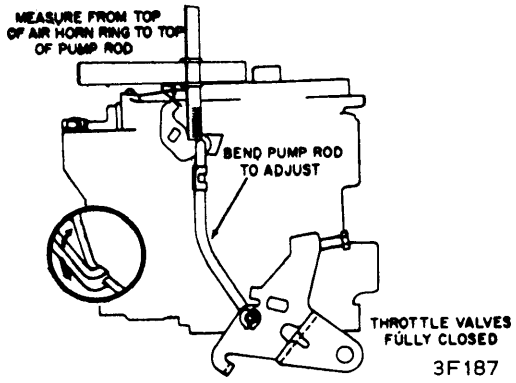
With air horn gasket in place, hold air horn upright and measure distance from gasket face to notch on free end of float (see illustration). If this distance not correct (see Specifications), adjust by bending float arm tang as shown.



FLOAT DROP ADJUSTMENT (PLASTIC FLOATS)

Accelerating Pump

With throttle stopscrew and fast idle screw (when used) backed out so that throttle valves are completely closed, measure distance from top of air horn ring to top of pump connector rod at pump lever (see illustration). If this distance not correct (see Specifications), adjust by bending pump connector rod at the angle.



ACCELERATING PUMP ADJUSTMENT

Idle Vent (Except Jeep)

Idle vent used on carburetors listed in table below. Solenoid (when used) must be energized (ignition ON) when checking or adjusting idle vent. After idle speed and mixture adjustment completed, and with throttle valves at curb idle speed (idle stop solenoid energized) use feeler gauge to measure vent valve opening or clearance between lower face of valve and air horn at widest opening point. Bend actuating tang on pump lever if adjustment necessary.

Idle Vent Setting

Carburetor No.	Clearance
7040101, 2, 3, 4, 10, 12, 13, 14, 15, 16	.025"
7040117,18, 19, 20, 27, 29	.025"

Idle Vent (Jeep)

Jeep 7028088 Carb. – Close throttle valve with .025" gauge rod placed between edge of valve and bore on side opposite idle mixture screw. Vent valve on bowl cover should just start to open at this point. Adjust by bending tang on vent valve arm as required.

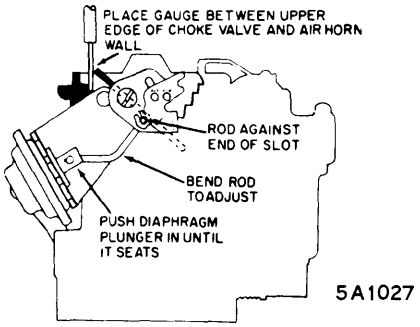
Intermediate Choke Rod (Oldsmobile)

Remove choke thermostatic cover and coil assembly, and baffle plate. Place fast idle screw on highest step of fast idle cam. Completely close choke valve by pushing clockwise on choke coil lever in choke housing. With choke valve closed, the right side of lever should be parallel and even with left side of index mark on choke housing. To adjust bend choke rod. Replace inside baffle plate, cover and coil assembly.

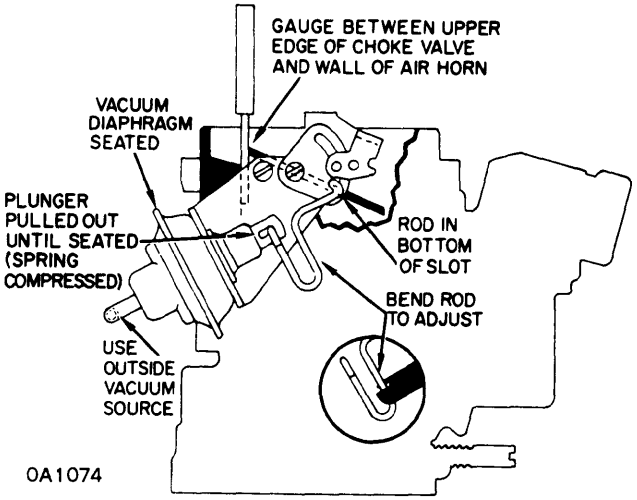
Vacuum Break (2GV Carburetors Except Buick & Jeep)

Press in on diaphragm plunger so that diaphragm is bottomed in housing. Choke valve must be 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 Specifications). Adjust by bending connector rod (see illustration).

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)



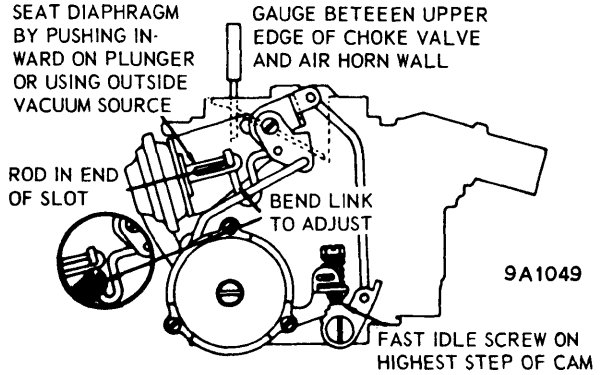
VACUUM BREAK ADJUSTMENT



SECONDARY VACUUM BREAK ADJUSTMENT

Vacuum Break (2GV Carburetors Buick & Jeep)

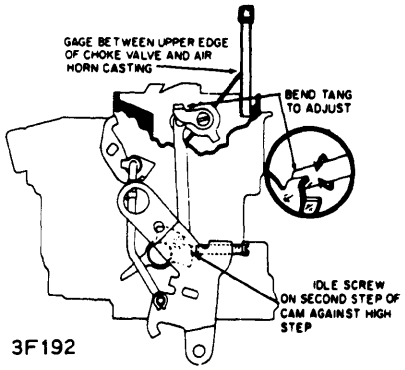
Buick (7040142, 446) & Jeep (7040482) – These models equipped with new secondary vacuum break diaphragm mounted on opposite side of body from primary vacuum break diaphragm. Primary diaphragm adjusts as above. Secondary diaphragm incorporates an internal check valve with a small bleed orifice which delays retraction of the diaphragm for approximately 8 seconds. With the secondary diaphragm fully seated push choke valve towards closed position until diaphragm plunger is fully extended. Hold choke valve in this position and measure clearance between upper edge of choke valve and air horn wall. If dimension not correct (see Specifications) bend link at point shown in illustration.



VACUUM BREAK ADJUSTMENT (OLDSMOBILE)

Vacuum Break (2GC Carburetors Oldsmobile)

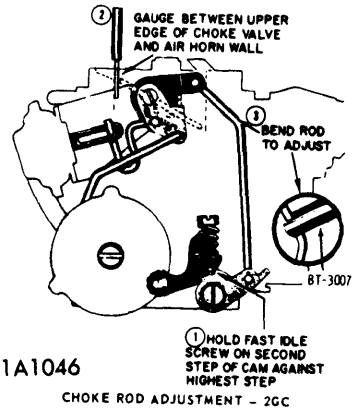
Place fast idle screw on highest step of cam. Using a minimum of 10" HG seat diaphragm, check for position of connecting rod in end of slot in diaphragm plunger stem. Check clearance between upper edge of choke valve and air horn wall using proper gauge (see Specifications). Bend connector rod if adjustment necessary.



CHOKE ROD ADJUSTMENT (EXCEPT OLDSMOBILE)

Choke Rod

All Models (Except Oldsmobile) - Position throttle stop-screw on second step of the fast idle cam and against shoulder of high step. Choke valve opening or clearance between upper edge of valve and air horn wall should be correct as shown in "Specifications". Adjust by bending tang on choke shaft lever and collar assembly (see illustration).



CHOKE ROD ADJUSTMENT (OLDSMOBILE)

Oldsmobile Models – Position fast idle adjusting screw on second step of fast idle cam and against shoulder of high step. Choke valve opening or clearance between upper edge of valve and air horn wall should be as specified (see Specifications). Adjust by bending choke rod.

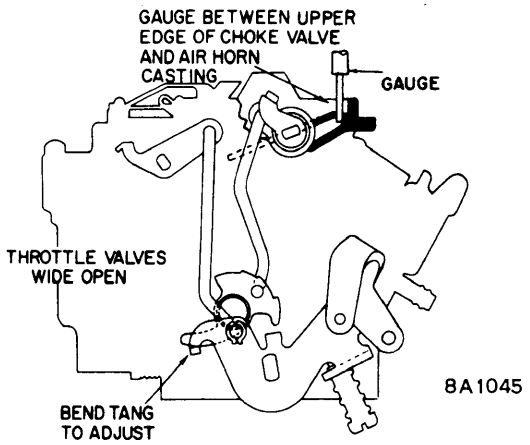
Unloader

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 fast idle cam by inserting screw driver in slot in lever.

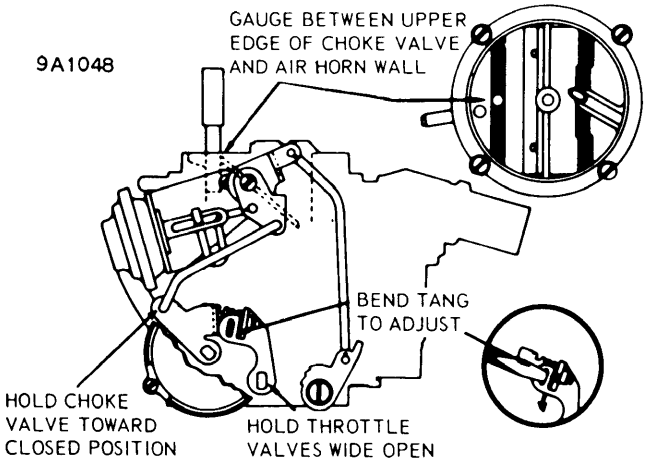
1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)

Automatic Choke (2GC Carburetors Oldsmobile & Jeep)

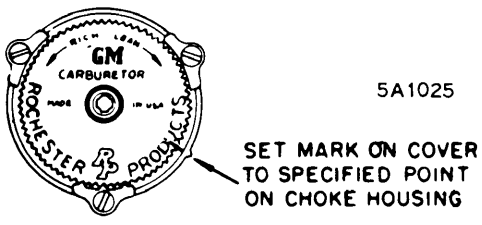
Loosen three retaining screws on thermostat cover, then rotate cover until index mark is in alignment with correct mark on housing as indicated in specification table. Tighten cover retaining screws.



UNLOADER ADJUSTMENT (EXCEPT OLDSMOBILE)



UNLOADER ADJUSTMENT (OLDSMOBILE)



AUTOMATIC CHOKE ADJUSTMENT (2GC)

Automatic Choke (2GV Carbs.)

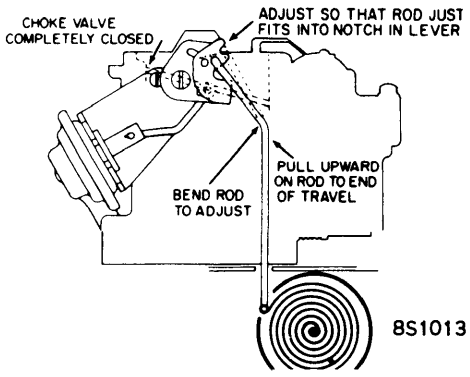
Disconnect choke rod at choke valve lever, hold choke valve closed and check choke rod length for each car model as detailed below. Adjust by bending rod at offset bend. *CAUTION - When reconnecting rod, make certain rod end enters lever hole freely without bind.*

Buick - Pull upward on choke rod to limit of travel. Rod end should fit freely in gauging notch on lever. After adjustment, install rod end in **lower** hole in lever (lever has two holes).

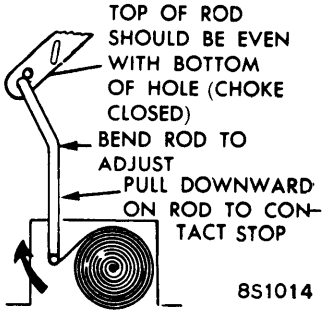
Chevrolet - Press downward on rod to limit of travel. Bottom of rod end should be even with bottom of hole in choke lever (1 rod diameter interference fit).

Jeep – Disconnect upper end of choke coil rod from choke lever. With choke valve completely closed, pull up on rod to limit of travel. In this position, end of rod should just fit in gauging notch on side of lever. Adjust by bending rod as required, then connect rod in **lower** hole in lever (7028088 Carb.), **outer** hole in lever (7040482 Carb.). *NOTE – Second hole in lever is an altitude setting and should not be used normally.*

Pontiac & Tempest – Pull upward on choke rod to limit of travel. End of rod should fit freely in gauging notch on side of lever.

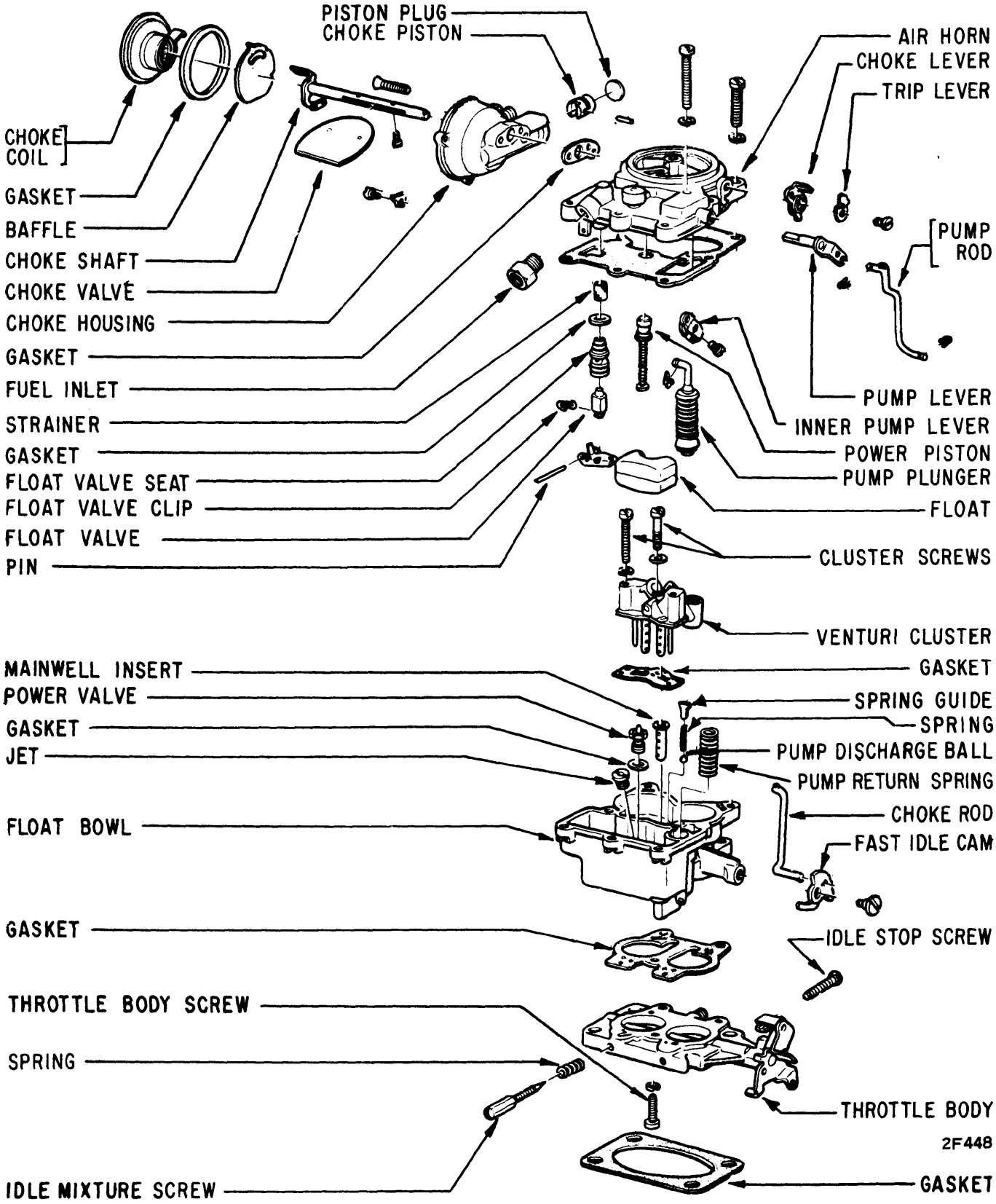


AUTOMATIC CHOKE ADJUSTMENT (2GV) (EXCEPT CHEVROLET)



AUTOMATIC CHOKE ADJUSTMENT (2GV) (CHEVROLET)

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)



ROCHESTER 2GC 2-BARREL CARBURETOR (AUTOMATIC CHOKE ON AIR HORN)

1970 ROCHESTER 2GC & 2GV 2-BARREL (Cont.)

OVERHAUL

Disassembly

Air Horn - 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. *CAUTION - If fast idle link retained by Truarc washer, do not disconnect link from cam.* Remove attaching screws, 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. On all Carburetors, take out screw in end of choke shaft and disengage vacuum break lever from shaft (allow lever to hang on diaphragm rod), take out diaphragm mounting screws and remove vacuum break diaphragm assembly. If necessary to replace choke valve or shaft, remove choke valve screws, lift valve out, slide choke shaft from air horn.

PONTIAC CALIFORNIA CARBURETOR NOTE – Carburetors have internal vent valve assembly located in air horn for evaporation emission control. To remove assembly, take out four diaphragm housing retaining screws from inside air horn, carefully lift out housing and diaphragm assembly, remove diaphragm spring.

Main Body (Float Bowl) - Remove pump return spring from pump cylinder, remove pump inlet filter screen and inlet check ball (if used). 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 separate main well inserts (if used). *CAUTION - Do not attempt to disassemble 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 retaining screw and remove fast idle cam and link assembly. Remove idle mixture adjusting screws and springs. Do not disassemble throttle body further. *Throttle body is serviced as an assembly with throttle valves and shaft.*

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 two choke housing attaching screws, remove choke housing from throttle body, remove and discard housing gasket. Remove choke lever and shaft from choke housing. Remove dust seal 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.

PONTIAC CAUTION – On California carburetors, do not immerse vent valve and diaphragm assembly in cleaning solvent.

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, or between choke trip lever and choke lever and collar assembly). Stake choke valve screws lightly after tightening. Choke valve should move freely in housing.

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).

Venturi Cluster Installation - Center cluster screw must have gasket (to prevent pump discharge leakage around screw). Tighten all cluster screws evenly.

Power Piston Installation - Make certain piston travels freely in its cylinder. Stake retainer washer lightly to retain assembly in place.