

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel

1975-78 General Motors

CARBURETOR APPLICATION

1975 GENERAL MOTORS

Application	Rochester Man. Trans.	Carburetor No. Auto. Trans.
Buick		
231"		
Century Custom		
Federal	7045147	7045148
California	7045147	7045449
Century & Regal		
Federal	7045145	7045148
California	7045145	7045448
350"		
Electra Limited		
All States		7045143
Century, Regal & Apollo		
All States		7045140
Chevrolet		
Camaro (350")		
Federal	7045111	7045112
Chevelle, Monte Carlo &		
Chevrolet		
Federal	7045115	7045114
Monza (262")		
Federal	7045101	7045102
	7045105	7045106
California	7045401	7045402
	7045405	7045406
Nova		
Federal	7045105	7045106
	7045123	7045124
California	7045405	7045406
Oldsmobile 231" (V6)		
Starfire		
Federal	7045147	7045149
California		7045449
Pontiac		
350" (Federal)		
LeMans & Grand Am		7045162
Ventura		7045143, 171
400" (Federal)		
All Models		7045160

1976 GENERAL MOTORS

Application	Rochester Man. Trans.	Carburetor No. Auto. Trans.
Buick		
231" V6 Engine		
Century & Regal		
Federal	17056145	17056148
California		17056448
Skyhawk		
Federal	17056145	17056149
California	17056447	17056449
Skylark		
Federal		
Without A/C	17056145	17056146
With A/C		17056148
California		
Without A/C		17056446
With A/C		17056448
350" V8 Engine		
Century & Regal		
All States	17056140	17056140
Skylark		
All States	17056143	17056143

1976 GENERAL MOTORS (Cont.)

Application	Rochester Man. Trans.	Carburetor No. Auto. Trans.
Chevrolet		
262" V8 Engine		
Monza		
Federal		
Without A/C	17056101	17056102
With A/C		17056103
Nova		
Federal	17056104	
305" V8 Engine		
Camaro		
Federal	17056111	17056112
Chevelle		
Federal		17056108
Monza		
Federal		
Without A/C		17056104
With A/C		17056105
California		
Without A/C		17056404
With A/C		17056405
Nova		
Federal	17056113	17056110
350" V8 Engine		
Camaro		
California		17056422
Chevelle, Chevrolet,		
Monte Carlo		
Federal		17056114
Nova		
California		17056420
Oldsmobile		
231" V6 Engine		
Cutlass & Omega		
Federal	17056145	
Starfire		
Federal	17056145	17056149
California	17056447	17056449
350" V8 Engine		
Omega		
Federal	17056143	17056143
Pontiac		
231" V6 Engine		
Sunbird		
Federal	17056145	17056149
California	17056447	17056449
350" V8 Engine		
Firebird		
Federal		17056161
LeMans		
Federal		17056162
400" V8 Engine		
Bonneville, Grand		
Prix & LeMans		
Federal		17056160
Ventura		
Federal		17056140

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1977 GENERAL MOTORS

Application	Rochester Carburetor No.	
	Man. Trans.	Auto. Trans.
Buick		
231" V6 (Skyhawk)		
Federal	17057145	17057143
Calif.	17057447	17057446
231" V6 (All Others)		
Federal		
Without A/C	17057145	17057143, 148
With A/C	17057145	17057144, 146
Calif.		
Without A/C	17057445	17057446
With A/C	N/A	N/A
With Econo Pkg.		
Without A/C	17057141	17057141
With Air Cond	17057147	17057147
305" V8 (Skylark)		
Without A/C		17057108
With A/C		17057110
350" V8 (Century & Regal)		
		17057140
Chevrolet 305" V8		
Camaro		
Federal		
Without A/C	17057111	17057112
With A/C	17057121	17057114
Calif.		
Without A/C		17057412
With A/C		17057414
Nova		
Federal		
Without A/C	17057113	17057108
With A/C	17057123	17057110
Calif.		
Without A/C		17057408
With A/C		17057410
All Others		
Federal		
Without A/C		17057108
With A/C		17057110
Calif.		
Without A/C		17057408
With A/C		17057410
Oldsmobile		
231" V6 (Starfire)		
Federal	17057145	17057143, 148
Calif.	17057447	17057448
231" V6 (All Others)		
Federal		
Without A/C	17057145	17057143, 148
With A/C	17057145	17057144, 146
Calif.		
Without A/C		17057448
With A/C	17057445	17057446
305" V8 (Starfire)		
Federal		
Without A/C	17057107	17057104
With A/C	17057109	17057105
Calif.		
Without A/C		17057404
With A/C		17057405
305" V8 (Omega)		
Without A/C	17057112	17057108
	17057113	
With A/C	17057114	17057110
	17057123	

1977 GENERAL MOTORS (Cont.)

Application	Rochester Carburetor No.	
	Man. Trans.	Auto. Trans.
Pontiac		
231" V6 (Sunbird)		
Federal	17057145	17057148
Calif.	17057447	17057448
W/231" V6 (All Others)		
Federal		
Without A/C		17057143, 148
With A/C		17057144, 146
Calif.		
Without A/C	17057445	17057446, 448
With A/C		
305" V8 (Ventura & Phoenix)		
Without A/C		17057108
With A/C		17057110

1978 GENERAL MOTORS

Application	Rochester Carburetor No.	
	Man. Trans.	Auto. Trans.
Buick		
196" V6 (2GE)		
All Models	17058143	17058144 17058188
231" V6 VIN A (2GE)		
Federal	17058145	¹ 17058181 ² 17058183
California	17058447	¹ 17058444 ² 17058446 17058448
High Altitude	17058141	17058147
305" V8 VIN U (2GC)		
Federal		¹ 17058108 ² 17058110 ¹ 17058112 ² 17058114 ¹ 17058408 ² 17058410
California		¹ 17058412 ² 17058414
High Altitude		¹ 17058126 ¹ 17058128
Chevrolet		
196" V6 VIN C (2GE)		
200" V6 VIN C		
Federal	¹ 17058131	¹ 17058130
	² 17058133	² 17058132
231" V6 VIN A		
Federal	17058145	17058182
California		17058448
305" V8 VIN U		
Federal	¹ 17058111	¹ 17058108
	¹ 17058113	² 17058110
	² 17058121	¹ 17058112
	² 17058123	² 17058114 ¹ 17058126 ² 17058128
California		¹ 17058408 ¹ 17058410 ² 17058414 ² 17058414
High Altitude		¹ 17058126 ² 17058128

¹ - Without A/C.
² - With A/C.

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1978 GENERAL MOTORS (Cont.)

Application	Rochester Carburetor No.	
	Man. Trans.	Auto. Trans.
Oldsmobile		
231" V6 VIN A		
Federal	17058145	17058140 17058182 17058183 17058185 17058187 17058189
California	17058447	17058440 17058444 17058448
High Altitude	17058141	17058147 17058447
305" V8 VIN U		
Federal	¹ 17058107	¹ 17058104
	² 17058109	² 17058105
	¹ 17058113	² 17058110
	² 17058123	¹ 17058108
California		¹ 17058404 ² 17058405 ¹ 17058408 ² 17058410
High Altitude		¹ 17058102 ² 17058103 ¹ 17058126 ² 17058128
Pontiac		
231" V6		
Federal	17058145	17058185 ² 17058187 ¹ 17058189
California	17058447	17058147 17058444 ² 17058446 17058448
High Altitude	17058447	17058147
305" V8		
Federal	¹ 17058111	¹ 17058108
	¹ 17058113	² 17058110
	² 17058121	¹ 17058112
	² 17058123	² 17058114
California		¹ 17058408 ² 17058410 ¹ 17058412 ² 17058414
High Altitude		17058102 ¹ 17058103 ¹ 17058126 ² 17058128

¹ - Without A/C.
² - With A/C.

CARBURETOR IDENTIFICATION

The carburetor model identification is stamped on a vertical portion of the float bowl, adjacent to the fuel inlet nut. If replacing float bowl, follow manufacturer's instructions contained in service package so that the identification number can be transferred to the new float bowl.

DESCRIPTION

The Rochester models 2GC and 2GE carburetors are similar in design. The 2GC uses a hot air type choke while the 2GE model incorporates an electrically activated choke system. All models equipped with A/C use an A/C Idle Speed Solenoid.

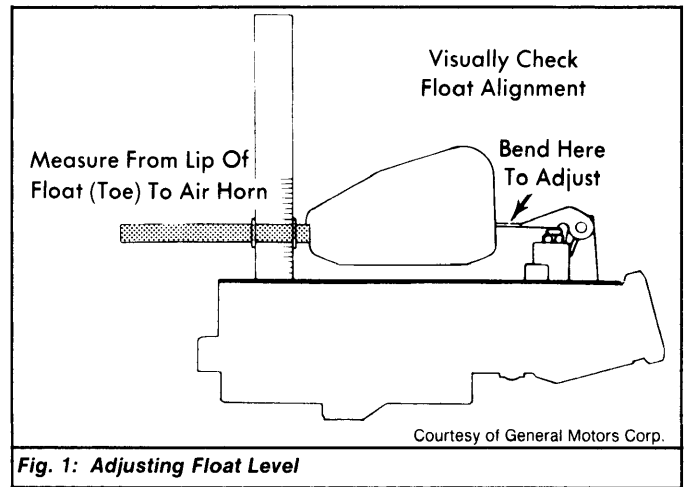
All 2GE models use a bowl vent valve to draw fuel vapors from the charcoal canister. On models equipped with an Adjustable Part Throttle (APT) screw, the screw is not adjustable.

ADJUSTMENTS

NOTE: For all adjustments not covered in this article, see appropriate TUNE-UP article in TUNE-UP PROCEDURES section.

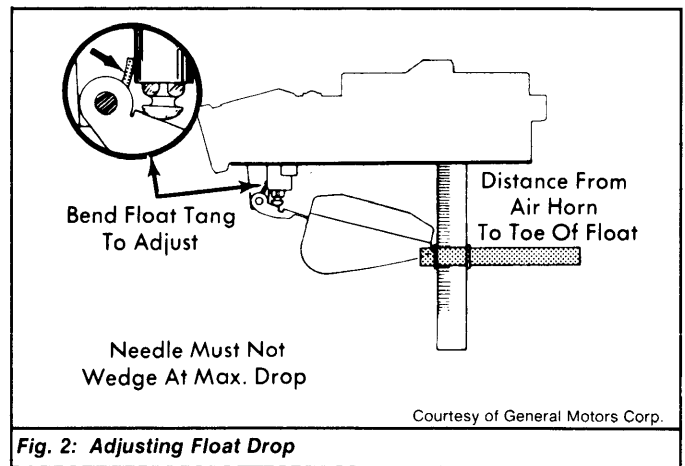
FLOAT LEVEL

- 1) Remove air horn. Turn air horn up-side down. Allow weight of float to rest on top of needle. Leave gasket in place. See Fig. 1.
- 2) Using a depth or "T" scale, measure distance from air horn gasket to index point at toe of float.
- 3) If adjustment is needed, gently bend float arm up or down. Do not force needle against needle seat.



FLOAT DROP

- 1) Hold air horn upright. Allow float to hang down by its own weight. Ensure gasket is in place.
- 2) Using a depth or "T" scale, measure distance from air horn gasket to index point at toe of float.
- 3) If adjustment is needed, gently bend float tang up or down. Install new gasket, replace air horn. Start engine and check for leaks.



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Rochester 2GC/2GE 2-Barrel (Cont.)

ACCELERATOR PUMP ROD ADJUSTMENT

NOTE: On 1979 California and High Altitude vehicles with 2GE model carburetors, include a drilled accelerator pump plunger head. This design includes a small by-pass hole. DO NOT interchange this design with one without the drilled pump head.

Back out idle speed screw. Hold throttle valve completely closed. Measure from top of air horn ring to top of pump rod. If necessary, bend pump rod at angle to adjust. See Fig. 3.

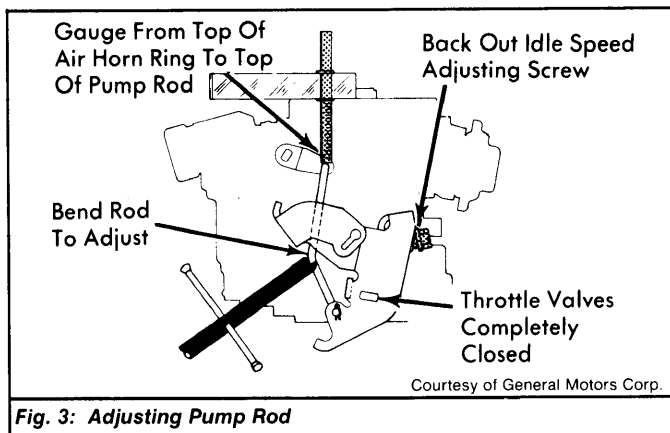


Fig. 3: Adjusting Pump Rod

BOWL VENT ADJUSTMENT

- 1) Set idle speed to proper RPM. Place idle speed screw on second step of fast idle cam against shoulder of high step.
- 2) Observe vent valve. Valve should just close at correct idle speed. If necessary, turn vent valve screw to adjust. See Fig. 4.

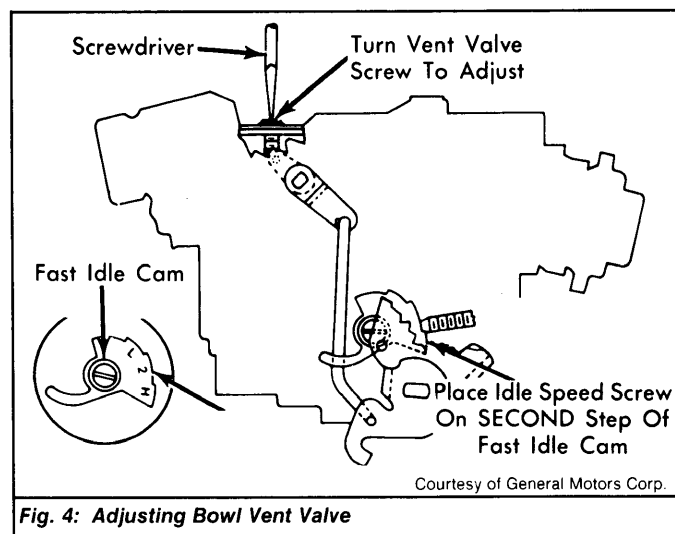


Fig. 4: Adjusting Bowl Vent Valve

CHOKES COIL LEVER

- 1) Remove thermostatic coil cover assembly. Remove inside baffle plate. Place cam follower on HIGHEST step of fast idle cam. Hold choke valve closed. See Fig. 5.
- 2) If adjustment is correct, .120" plug gauge should be able to pass through hole in lever and enter hole in casting. Bend connector link to adjust.

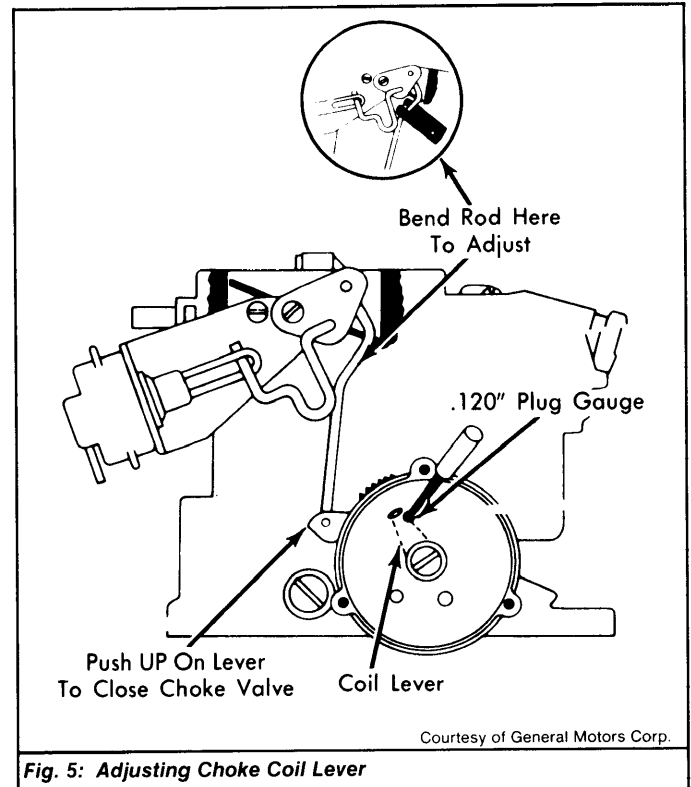


Fig. 5: Adjusting Choke Coil Lever

AUTOMATIC CHOKES

- 1) Loosen choke coil cover retaining screws. Place cam follower on HIGH step of fast idle cam. Turn choke cover against spring tension until choke valve is just closed.
- 2) With choke coil lever located inside coil tang, align mark on electric choke with specified point on choke housing. Tighten retaining screws.

CHOKES COIL ROD (FAST IDLE CAM)

- 1) Ensure fast idle speed is correctly set. Place fast idle cam follower on SECOND step of fast idle cam, against HIGHEST step. See Fig. 6.

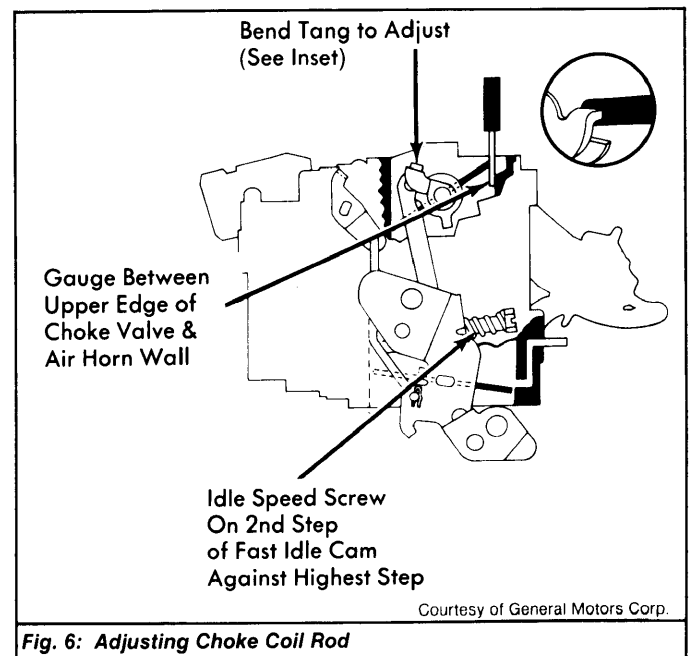


Fig. 6: Adjusting Choke Coil Rod

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Rochester 2GC/2GE 2-Barrel (Cont.)

2) Apply light closing pressure to choke valve. Measure specified clearance between lower edge of choke valve and air horn wall. Measurement can be made with a specified drill or pin gauge. To adjust, bend tang on choke plate.

VACUUM BREAK (THROTTLE SIDE)

1) Use outside vacuum source and apply enough vacuum to seat diaphragm. See Fig. 7. Hold choke valve closed with rod in bottom of slot.

2) Measure specified clearance between upper edge of choke valve and air horn wall. Measurement can be made with a specified drill or pin gauge.

3) To adjust, bend "U" shaped portion of vacuum diaphragm connector link. Check linkage for binding.

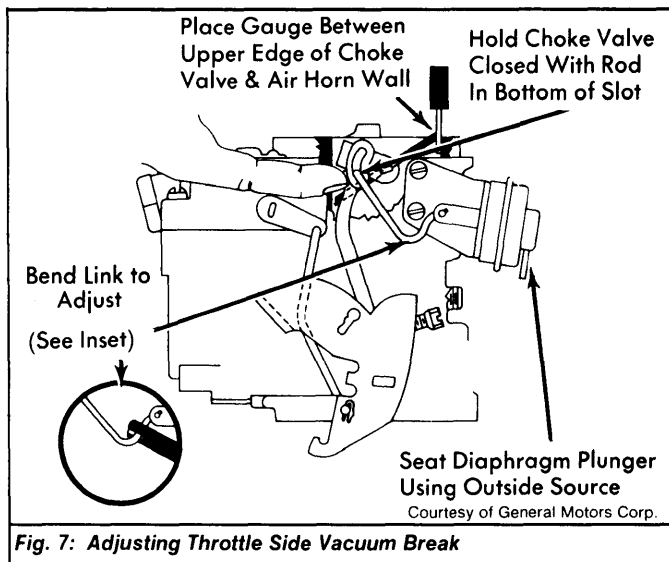


Fig. 7: Adjusting Throttle Side Vacuum Break

VACUUM BREAK (CHOKE SIDE)

1) Place cam follower on HIGHEST step of fast idle cam. Use outside vacuum source and apply enough vacuum to seat diaphragm. See Fig. 8.

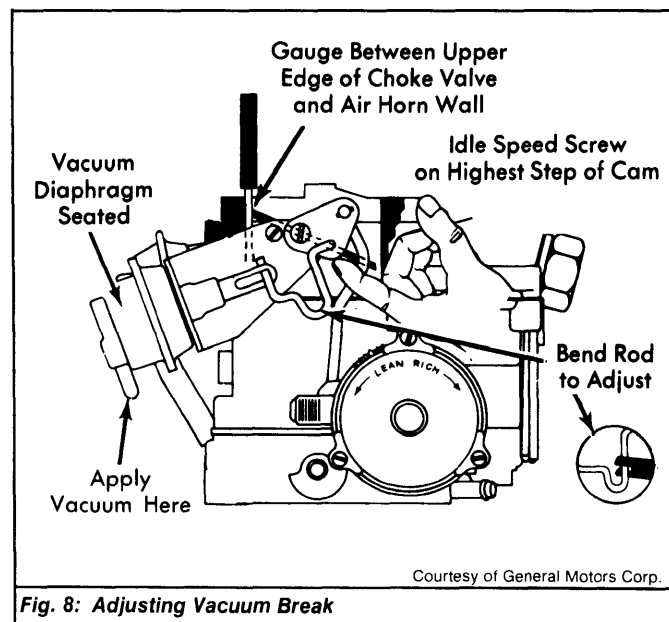


Fig. 8: Adjusting Vacuum Break

2) Diaphragm plunger should be IN and seated. If used, bucking spring should be fully compressed.

3) Push up on choke coil lever. Rod should be snug in end of diaphragm plunger slot. On models equipped with delay feature, cover purge bleed hole in vacuum break end cover with masking tape.

4) Measure specified clearance between upper edge of choke valve and air horn wall. Measurement can be made with a specified drill or pin gauge.

5) To adjust, bend "U" shaped portion of vacuum diaphragm connector link. Remove masking tape. Check linkage for binding.

CHOKE UNLOADER

1) Open throttle valve wide open. Apply light closing pressure to choke valve. Measure specified clearance between upper edge of choke valve and air horn wall. See Fig. 9.

2) Measurement can be made with a specified drill or pin gauge. To adjust, bend choke unloader tang.

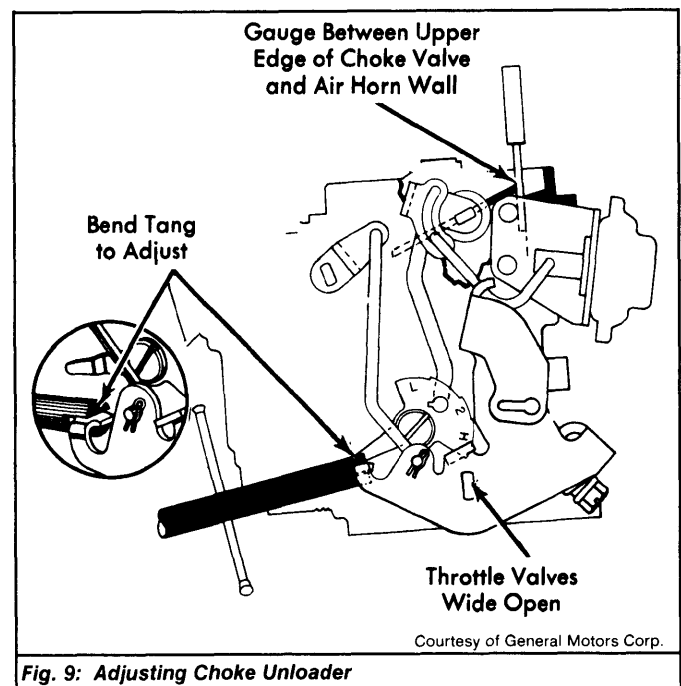
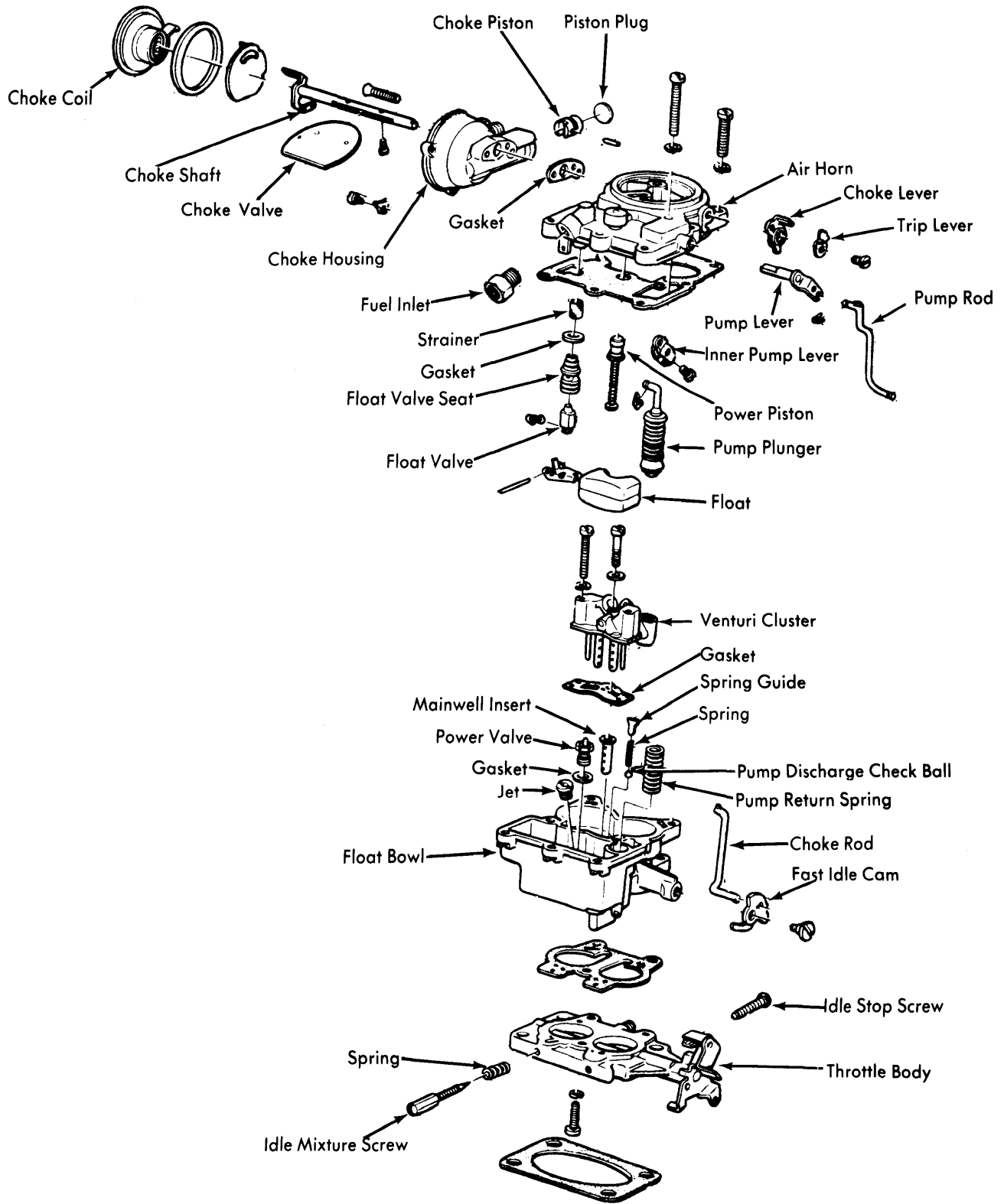


Fig. 9: Adjusting Choke Unloader

1975-79 FUEL SYSTEMS

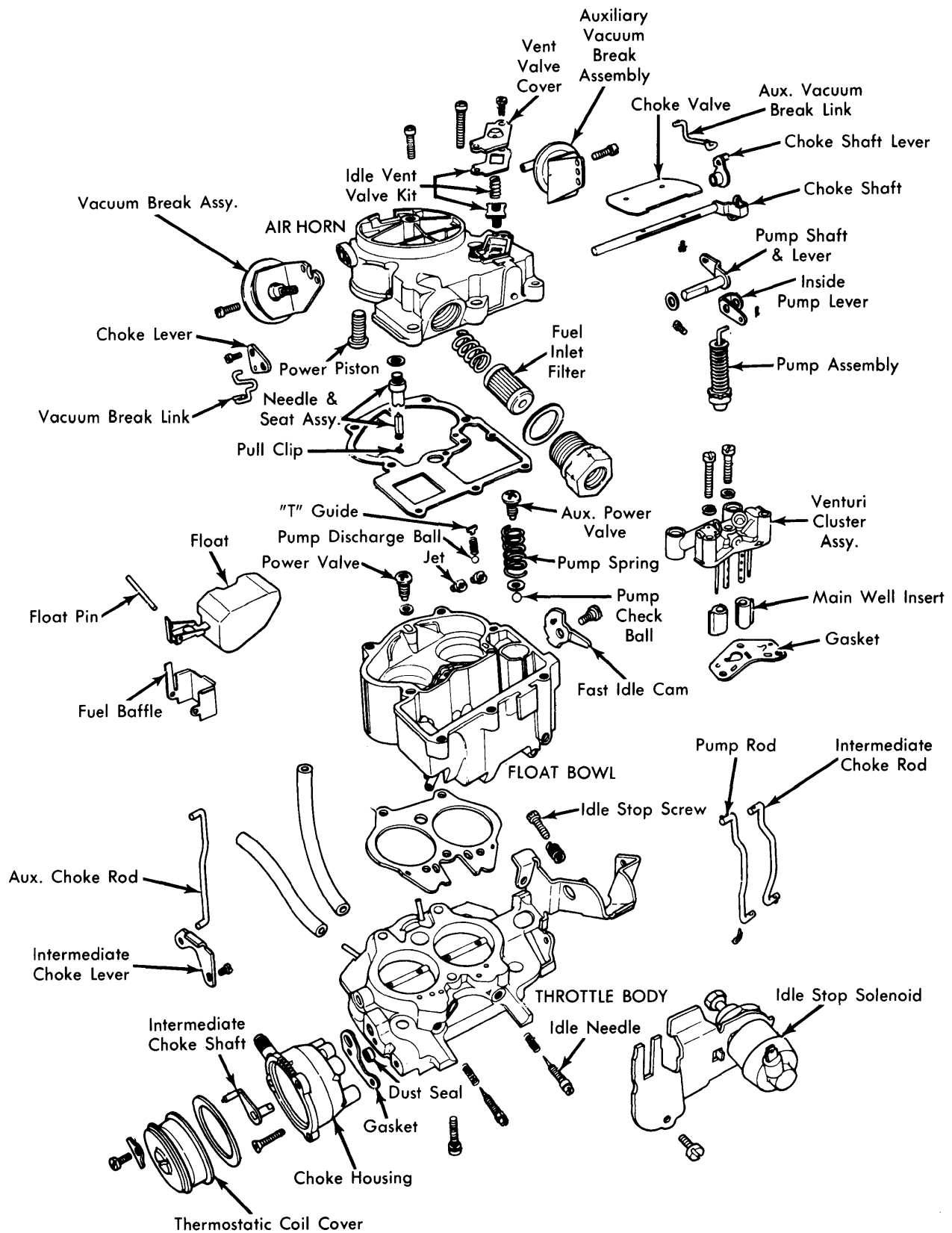
Rochester 2GC/2GE 2-Barrel (Cont.)



Courtesy of General Motors Corp.

Fig. 10: Exploded View of 1975-78 2GC Carburetor

1975-79 FUEL SYSTEMS Rochester 2GC/2GE 2-Barrel (Cont.)



Courtesy of General Motors Corp.

Fig. 11: Exploded View of 1977-78 2GE Carburetor

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1975 CARBURETOR ADJUSTMENT SPECIFICATIONS										
Rochester Carb. No. ③	Idle Speed (Engine RPM)		Float Setting	Pump Rod Setting	Intermediate Choke Rod	Choke Rod (Fast Idle Cam)	Aux. Vac. Break	Break Setting	Unloader Setting	Choke Setting
	Hot	Fast								
Buick										
5147	600/800	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	1 NR
5147	600/800	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	Index
5148	500/700	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	1 NR
5149	500/650	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	1 NR
5448	500/700	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	Index
5449	500/700	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.140"	1 NR
5143	600	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.180"	1 NR
5140	600	④	① 1 1/32"	1 3/4"	.120"	.080"	.120"	.120"	.180"	1 NR
Chevrolet										
5105	④	④	② 1 1/32"	1 1/32"	.120"	.375"		.130"	.350"	
5106	④	④	② 1 1/32"	1 1/32"	.120"	.380"		.130"	.350"	
5111	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5112	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5114	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5115	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5123	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5124	④	④	② 1 1/32"	1 5/8"	.120"	.400"		.130"	.350"	
5404	④	④	② 1 1/32"	1 1/32"	.120"	.380"		.130"	.350"	
5406	④	④	② 1 1/32"	1 1/32"	.120"	.380"		.130"	.350"	
Oldsmobile										
5160	④	④	② 9/16"	1 1/32"	.120"	.085"	.265"	.145"	.180"	1 NR
5161	④	1800	② 9/16"	1 1/32"	.120"	.085"	.265"	.145"	.180"	1 NR
5143	④	1800	1 1/32"	1 1/32"	.120"	.080"	.120"	.140"	.180"	1 NR
5147	650	1800	① 7/16"	1 1/32"	.120"	.080"	.120"	.120"	.140"	1 L
5149	800	1800	① 7/16"	1 1/32"	.120"	.080"	.120"	.120"	.140"	1 NR
5449	800	1800	① 7/16"	1 1/32"	.120"	.080"	.120"	.120"	.140"	1 L
Pontiac										
5160	600	④	② 9/16"	1 3/4"		.085"	.265"	.145"	.180"	1 NR
5162	600	④	② 9/16"	1 3/16"		.085"	.260"	.145"	.180"	1 NR
5171	600	④	② 9/16"	1 3/16"		.085"	.260"	.145"	.180"	1 NR
5143	600	④	② 1 5/32"	1 13/16"		.080"	.120"	.140"	.180"	1 NR
Vega										
5101,5105			② 1 1/32"	1 1/32"		.375"		.130"	.350"	
5401,5405			② 2 1/32"	1 1/32"		.380"		.130"	.350"	
5102,5106			② 1 1/32"	1 1/32"		.375"		.130"	.350"	
5406,			② 2 1/32"	1 1/32"		.380"		.130"	.350"	

① — Float Drop Setting is 1 1/32"
 ② — Float Drop Setting is 1 1/32"

③ — Prefix number is 704.
 ④ — Refer to Emission Control Tune-Up Decal in Engine Compartment.

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS										
Rochester Carb. No. ①	Idle Speed (Engine RPM)		Float Setting	Pump Rod Setting	Intermediate Choke Rod	Choke Rod (Fast Idle Cam)	Aux. Vac. Break	Break Setting	Unloader Setting	Choke Setting
	Hot	Fast								
BUICK										
6140	600	1800	③ 1 1/32"	1 11/32"	.120"	.080"	.100"	.140"	.180"	1NR
6143	600	1800	③ 1 1/32"	1 11/32"	.120"	.080"	.100"	.140"	.180"	1NR
6145	⑥ 600/800	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.110"	.140"	1NR
6146	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6148	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6149	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6446	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6447	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6448	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6449	600	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
CHEVROLET										
6101	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.130"	.325"	INDEX
6102	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.130"	.325"	INDEX
6103	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.130"	.325"	INDEX
6108	600	②	④ 9/16"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6110	600	②	④ 9/16"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6111	800	②	④ 9/16"	1 11/16"	.....	.260"	.....	.130"	.325"	INDEX
6112	600	②	④ 9/16"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6113	800	②	④ 9/16"	1 11/16"	.....	.260"	.....	.130"	.325"	INDEX
6114	600	②	⑤ 2 1/32"	1 11/16"	.....	.260"	.....	.130"	.325"	INDEX
6104	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6105	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6404	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6405	②	②	④ 1 7/32"	1 21/32"	.....	.260"	.....	.140"	.325"	INDEX
6430	600	1600	④ 9/16"	1 11/16"	.....	.120"	.....	.140"	.325"	INDEX
6432	600	1600	④ 9/16"	1 11/16"	.....	.120"	.....	.140"	.325"	INDEX
OLDSMOBILE										
6143	600	⑦	③ 1 5/32"	1 11/32"	.120"	.080"	.100"	.140"	.180"	1NR
6145	⑥ 600/800	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.110"	.140"	1NR
6149	⑥ 600/800	⑦	③ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6447	⑥ 600/800	⑦	③ 7/16"	1 19/32"	.120"	.080"	.110"	.130"	.140"	1NR
6449	⑥ 600/800	⑦	③ 7/16"	1 19/32"	.120"	.080"	.110"	.130"	.140"	1NR
PONTIAC										
6140	600	②	④ 1 5/32"	1 11/32"	.120"	.080"	.100"	.140"	.180"	1NR
6145	800	②	④ 7/16"	1 19/32"	.120"	.080"	.100"	.110"	.140"	1NR
6149	600	②	④ 7/16"	1 19/32"	.120"	.080"	.100"	.120"	.140"	1NR
6160	550	②	④ 9/16"	1 11/32"	.120"	.085"	.285"	⑥ .145"	.180"	1NR
6161	550	②	④ 9/16"	1 11/32"	.120"	.085"	.285"	⑥ .145"	.180"	1NR
6162	550	②	④ 9/16"	1 11/32"	.120"	.085"	.285"	⑥ .145"	.180"	1NR
6447	800	②	④ 7/16"	1 19/32"	.120"	.080"	.110"	.130"	.140"	1NR
6449	600	②	④ 7/16"	1 19/32"	.120"	.080"	.110"	.130"	.140"	1NR

- ① — Basic number is 1705.
- ② — Refer to Exhaust Emission Tune-Up Label.
- ③ — Float Drop: 1 7/32".
- ④ — Float Drop: 1 9/32".
- ⑤ — Float Drop: 3 1/32".
- ⑥ — Solenoid De-energized/Solenoid Energized.
- ⑦ — Fast idle is automatically set when hot (slow) idle is set.
- ⑧ — Setting given is for engine codes XH, XN, XK, XL; all others use .165".

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1977 CARBURETOR ADJUSTMENT SPECIFICATIONS										
Rochester Carb. No. ①	Idle Speed (Engine RPM)		Float Setting	Pump Rod Location	Choke Rod	Air Valve Dashpot	Aux. Vac. Break	Break Setting	Air Valve Windup	Choke Setting
	Hot	Fast								
Buick										
7108	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.130"	.140"	.325"	INDEX
7110	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.140"	.325"	INDEX
7140	②	②	1 ¹ / ₃₂ " ③	1 ⁹ / ₁₆ "	.120"	.080"	.100"	.140"	.325"	1NR
7141	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.040"	.110"	.140"	1NR
7143	②	②	7 ¹ / ₁₆ " ④	1 ¹⁷ / ₃₂ "	.120"	.080"	.100"	.130"	.140"	1NR
7144	②	②	7 ¹ / ₁₆ " ④	1 ¹⁷ / ₃₂ "	.120"	.080"	.100"	.130"	.140"	1NR
7145	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.040"	.110"	.140"	1NR
7146	②	②	7 ¹ / ₁₆ " ④	1 ¹⁷ / ₃₂"	.....	.....	.040"	.110"	.....	.....
7147	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.040"	.110"	.140"	1NR
7148	②	②	7 ¹ / ₁₆ " ④	1 ¹⁷ / ₃₂ "	.120"	.080"	.040"	.110"	.140"	1NR
7445	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.110"	.140"	.140"	1NR
7446	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.110"	.130"	.140"	1NR
7447	②	②	7 ¹ / ₁₆ " ④	1 ¹ / ₂ "	.120"	.080"	.100"	.130"	.140"	1NR
Chevrolet										
7108	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7110	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7111	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7112	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7113	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7114	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7121	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7123	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	INDEX
7408	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	1/2 NL
7410	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	1/2 NL
7412	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	1/2 NL
7414	②	②	1 ¹ / ₃₂ " ③	1 ² / ₃₂ "	.120"	.260"	.160"	.....	.325"	1/2 NL
Pontiac										
7108	②	②	5 ¹ / ₈ " ⑤	1 ⁵ / ₈ "	.120"	.260"	.....	.130"	.325"	INDEX
7110	②	②	5 ¹ / ₈ " ⑤	1 ⁵ / ₈ "	.120"	.260"	.....	.130"	.325"	INDEX
7143	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.100"	.130"	.140"	1NL
7144	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.100"	.130"	.140"	1NL
7145	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.040"	.110"	.140"	1NL
7146	②	②	7 ¹ / ₁₆ " ④	1 ⁹ / ₁₆"	.....	.....	.040"	.110"	.....	.....
7148	②	②	7 ¹ / ₁₆ " ④	1 ⁹ / ₁₆ "	.120"	.080"	.030"	.110"	.140"	1NL
7445	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.110"	.130"	.140"	1NL
7446	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.110"	.130"	.140"	1NL
7447	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.110"	.130"	.140"	1NL
7448	②	②	7 ¹ / ₁₆ " ④	1 ¹⁹ / ₃₂ "	.120"	.080"	.110"	.130"	.140"	1NL

- ① — Carburetor number prefix is 1705.
- ② — See Emission Control Tune-Up Decal.
- ③ — Float drop is 1¹/₃₂".
- ④ — Float drop is 1³/₃₂".
- ⑤ — Float drop is 1¹/₄".

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1977 (Cont.) CARBURETOR ADJUSTMENT SPECIFICATIONS										
Rochester Carb. No. ①	Idle Speed (Engine RPM)		Float Setting	Pump Rod Location	Choke Rod	Air Valve Dashpot	Aux. Vac. Break	Break Setting	Air Valve Windup	Choke Setting
	Hot	Fast								
Oldsmobile										
7104	②	②	$\frac{7}{16}$ " ③	$1\frac{21}{32}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7105	②	②	$\frac{7}{16}$ " ③	$1\frac{21}{32}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7107	②	②	$\frac{7}{16}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7108	②	②	$\frac{7}{16}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7109	②	②	$\frac{7}{16}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7110	②	②	$\frac{7}{16}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7112	②	②	$\frac{7}{16}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7113	②	②	$1\frac{19}{32}$ " ③	$1\frac{21}{32}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7114	②	②	$1\frac{19}{32}$ " ③	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7123	②	②	$1\frac{19}{32}$ " ③	$1\frac{21}{32}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7143	②	②	$\frac{7}{16}$ " ④	$1\frac{5}{8}$ "	.120"	.260"	.130"	.....	.325"	INDEX
7144	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.100"	.130"	.140"	1NR
7145	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.100"	.130"	.140"	1NR
7146	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.090"	.110"	.140"	1NR
7148	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.090"	.110"	.140"	1NR
7404	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.090"	.110"	.140"	1NR
7405	②	②	$\frac{1}{2}$ " ④	$1\frac{21}{32}$ "	.120"	.260"	.140"	.....	.325"	1NL
7445	②	②	$\frac{1}{2}$ " ④	$1\frac{5}{8}$ "	.120"	.260"	.140"	.....	.325"	1NL
7446	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.140"	.140"	.140"	1NL
7447	②	②	$\frac{7}{16}$ " ④	$1\frac{19}{32}$ "	.120"	.260"	.110"	.130"	.140"	1NR
7448	②	②	$\frac{7}{16}$ " ③	$1\frac{19}{32}$ "	.120"	.260"	.100"	.130"	.140"	1NR
7448	②	②	$\frac{7}{16}$ " ③	$1\frac{19}{32}$ "	.120"	.260"	.110"	.130"	.140"	1NR

- ① — Carburetor number prefix is 1705.
- ② — See Emission Control Tune-Up Decal.
- ③ — Float drop is $1\frac{19}{32}$ ".
- ④ — Float drop is $1\frac{5}{32}$ ".

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS										
Rochester Carb. No.	Idle Speed (Engine RPM)		Float Level	Float Drop	Acc. Pump Rod	Auto. Choke Setting	Choke Rod. (Cam)	Vacuum Break (Throttle)	Vacuum Break (Choke)	Choke Unloader
	Hot	Fast								
Buick										
2GC										
17058104	⓪	⓪	15/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058105	⓪	⓪	15/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058108	⓪	⓪	19/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058110	⓪	⓪	19/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058112	⓪	⓪	19/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058114	⓪	⓪	19/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058126	⓪	⓪	19/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058128	⓪	⓪	19/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058404	⓪	⓪	1/2"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058405	⓪	⓪	1/2"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058408	⓪	⓪	21/32"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058410	⓪	⓪	21/32"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058412	⓪	⓪	21/32"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058414	⓪	⓪	21/32"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
2GE										
17058140	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.070"	.140"
17058141	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.140"	.100"	.140"
17058143	⓪	⓪	7/16"	1 5/32"	1 9/32"	1 NR	.080"	.110"	.080"	.140"
17058144	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.110"	.060"	.140"
17058145	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.060"	.160"
17058147	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.140"	.100"	.140"
17058148	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.080"	.150"
17058149	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.080"	.150"
17058182	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.080"	.140"
17058183	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.080"	.140"
17058185	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.050"	.140"
17058187	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.050"	.140"
17058188	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.120"	.050"	.140"
17058189	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.110"	.080"	.140"
17058444	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.140"	.100"	.140"
17058446	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.130"	.110"	.140"
17058447	⓪	⓪	7/16"	1 5/32"	1 19/32"	1 NR	.080"	.150"	.110"	.140"
17058448	⓪	⓪	7/16"	1 5/32"	1 9/16"	1 NR	.080"	.140"	.100"	.140"
Chevrolet										
2GC										
17058102	⓪	⓪	15/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058103	⓪	⓪	15/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058104	⓪	⓪	15/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058105	⓪	⓪	15/32"	1 9/32"	1 21/32"	INDEX	.260"	.....	.130"⓪	.325"
17058107	⓪	⓪	15/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058109	⓪	⓪	15/32"	1 9/32"	1 17/32"	INDEX	.260"	.....	.130"⓪	.325"
17058404	⓪	⓪	1/2"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
17058405	⓪	⓪	1/2"	1 9/32"	1 21/32"	1/2 NL	.260"	.....	.140"⓪	.325"
2GE										
17058143	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.110"	.040"	.140"
17058144	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.110"	.060"	.140"
17058147	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.140"	.100"	.140"
17058447	⓪	⓪	7/16"	1 5/32"	1 5/8"	1 NR	.080"	.150"	.110"	.140"

- ⓪ — See Emission Control Tune-Up Decal.
- ⓪ — Reset to .160" at FIRST Tune-Up.
- ⓪ — Reset to .150" at FIRST Tune-Up.

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS (Cont.)										
Rochester Carb. No.	Idle Speed (Engine RPM)		Float Level	Float Drop	Acc. Pump Rod	Auto. Choke Setting	Choke Rod. (Cam)	Vacuum Break (Throttle)	Vacuum Break (Choke)	Choke Unloader
	Hot	Fast								
Oldsmobile										
2GC										
17058102	⓪	⓪	15/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058103	⓪	⓪	15/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058104	⓪	⓪	15/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058105	⓪	⓪	15/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058107	⓪	⓪	15/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058108	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058109	⓪	⓪	15/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058110	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058111	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058113	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058121	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058123	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058126	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058128	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058404	⓪	⓪	1/2"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058405	⓪	⓪	1/2"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058408	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058410	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
2GE										
17058140	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.070"	.140"
17058145	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.060"	.160"
17058147	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.140"	.100"	.140"
17058182	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.080"	.140"
17058183	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.080"	.140"
17058185	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.050"	.140"
17058187	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.080"	.140"
17058189	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.110"	.080"	.140"
17058444	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.140"	.100"	.140"
17058446	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.130"	.110"	.140"
17058447	⓪	⓪	7/16"	15/32"	119/32"	1 NR	.080"	.150"	.110"	.140"
17058448	⓪	⓪	7/16"	15/32"	19/16"	1 NR	.080"	.140"	.100"	.140"
Pontiac										
2GC										
17058102	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058103	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058108	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058110	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058111	⓪	⓪	19/32"	19/32"	1 5/8"	INDEX	.260"	.....	.130"	.325"
17058112	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058113	⓪	⓪	19/32"	19/32"	1 5/8"	INDEX	.260"	.....	.130"	.325"
17058114	⓪	⓪	19/32"	19/32"	121/32"	INDEX	.260"	.....	.130"	.325"
17058121	⓪	⓪	19/32"	19/32"	1 5/8"	INDEX	.260"	.....	.130"	.325"
17058123	⓪	⓪	19/32"	19/32"	1 5/8"	INDEX	.260"	.....	.130"	.325"
17058126	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058128	⓪	⓪	19/32"	19/32"	117/32"	INDEX	.260"	.....	.130"	.325"
17058408	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058410	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058412	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"
17058414	⓪	⓪	21/32"	19/32"	121/32"	1/2 NL	.260"	.....	.140"	.325"

- ⓪ — See Emission Control Tune-Up Decal.
 ⓑ — Reset to .160" at FIRST Tune-Up.
 ⓐ — Reset to .150" at FIRST Tune-Up.

1975-79 FUEL SYSTEMS

Rochester 2GC/2GE 2-Barrel (Cont.)

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS (Cont.)										
Rochester Carb. No.	Idle Speed (Engine RPM)		Float Level	Float Drop	Acc. Pump Rod	Auto. Choke Setting	Choke Rod. (Cam)	Vacuum Break (Throttle)	Vacuum Break (Choke)	Choke Unloader
	Hot	Fast								
Pontiac (Cont.)										
2GE										
17058145	①	①	7/16"	15/32"	1 5/8"	1 NL	.080"	.110"	.060"	.160"
17058147	①	①	7/16"	15/32"	1 5/8"	1 NR	.080"	.140"	.100"	.140"
17058185	①	①	7/16"	15/32"	1 19/32"	1 NR	.080"	.110"	.050"	.140"
17058187	①	①	7/16"	15/32"	1 19/32"	1 NR	.080"	.110"	.080"	.140"
17058189	①	①	7/16"	15/32"	1 19/32"	1 NR	.080"	.110"	.080"	.140"
17058444	①	①	7/16"	15/32"	1 5/8"	1 NR	.080"	.140"	.100"	.140"
17058446	①	①	7/16"	15/32"	1 5/8"	1 NR	.080"	.140"	.110"	.140"
17058447	①	①	7/16"	15/32"	1 5/8"	1 NR	.080"	.150"	.110"	.140"
17058448	①	①	7/16"	15/32"	1 5/8"	1 NR	.080"	.140"	.110"	.140"

NOTE — Choke coil lever adjustment on all 2GC and 2GE Rochester models is .120".

- ① — See Emission Control Tune-Up Decal.
- ② — Reset to .160" at FIRST Tune-Up.
- ③ — Reset to .150" at FIRST Tune-Up.