ROCHESTER E2MC & E2ME 2-BARREL

CARBURETOR APPLICATION

GENERAL MOTORS
(BUICK, CHEVROLET, GMC CABALLERO, OLDSMOBILE & PONTIAC)

Carburetor Application

Application	Rochester Carb. No.
3.8L (229") VIN K (E2ME)	
Chevrolet and GMC	
Fed. Man. Trans.	
Without A/C	17081131
With A/C	17081133
Fed. Auto. Trans.	
Without A/C	17081130, 17081134
With A/C	17081132, 17081136
3.8L (231") VIN A (E2ME)	
Buick and Pontiac	
Man. Trans.	17081191
Auto. Trans.	17081192, 17081194, 17081197, 17081198
Chevrolet and GMC	
Calif. Auto. Trans.	17081194, 17081196, 17081198
Oldsmobile	
Fed. Man. Trans.	17081191
Calif. Auto. Trans.	17081194, 17081196, 17081198
Fed. Auto. Trans.	17081192, 17081197, 17081199
4.3L (260") VIN F (E2MC)	
Oldsmobile	
Auto. Trans.	17081150, 17081152
4.3L (265") VIN S (E2ME)	
Buick and Pontiac	
Auto. Trans.	17081160
4.4L (267") VIN J (E2ME)	
Chevrolet and GMC	
Fed. Auto. Trans.	
Without A/C	17081138
With A/C	17081140

CARBURETOR IDENTIFICATION

Carburetor model identification is stamped vertically on left rear corner of float bowl. Be sure to follow manufacturer's instructions on transferring identification number if new float bowl is to be installed on original carburetor.

The E2MC and E2ME are used nationwide in conjunction with General Motors Computer Command Control (CCC) system. The first letter "E" means the carburetor is a part of the CCC system. The last letter, if "E", indicates the carburetor has an electric choke, or, if "C", indicates the model has a hot-air choke.

DESCRIPTION

The Rochester E2MC and E2ME are single-stage, downdraft, 2-barrel (dualjet) carburetors. They feature five basic systems, the float, idle, main metering (part throttle), pump and choke systems.

The Computer Command Control system provides precise control of carburetor air/fuel mixtures during all ranges of engine operation. An electrically operated mixture control solenoid, mounted in the fuel bowl, controls air and fuel metered to the idle and main metering systems. Fuel metering is controlled by 2 special stepped metering rods, operating in removable jets, positioned by a plunger in the mixture control solenoid.

The mixture control solenoid plunger is controlled by electrical signals received from the CCC system's electronic control module (ECM). Upon receipt of information from the oxygen sensor, the ECM energizes the solenoid to move the plunger and rods down to the lean position or de-energizes it to move them up to the rich position. At the same time, air metering to the idle system is controlled by the air bleed valve located in the air horn. It follows the movement of the mixture control solenoid plunger to control the amount of air bled into the idle system to richen or lean the mixtures. Air/fuel mixtures are constantly monitored and adjusted as a result of changes in exhaust gas oxygen content.

A throttle position sensor (TPS), mounted in the float bowl, signals the ECM of changes in throttle position. The ECM then refers to its memory and "holds" the last known air/fuel mixture ratio for good engine response during throttle changes.

All models include tamper-resistant factory settings of the mixture control solenoid, mixture rich stop screw, idle air bleed valve, TPS, vacuum break screws, and idle mixture needles. No attempt should be made to adjust these except during major carburetor overhaul or replacement of air horn, float bowl or throttle body. Both electric and hot air chokes have riveted covers which must not be removed except for major overhaul.

On 229" VIN K and 231" VIN A V6 engines and 260" and 265" V8 engines, an idle speed control (ISC) is mounted on the float bowl. Controlled by the ECM, the ISC controls normal curb idle speed and acts as a dashpot on deceleration and throttle closing. On some V8 engines, an idle load compensator (ILC), mounted on the fuel bowl, adjusts curb idle speed by sensing changes in manifold vacuum (engine load). On vehicles without ISC or ILC, but with air conditioning, an idle speed solenoid (ISS) maintains a specific idle speed during A/C operation.

A single front vacuum break with a leaf-type bucking spring is used on E2ME models for the 229" VIN K V6 engine and the 267" V8 engine. On other E2MC and E2ME models, both a front and rear vacuum break diaphragm are used for control of choke valve openings during initial engine starting and cold driveaway.

ADJUSTMENT

HOT (SLOW) IDLE RPM
See appropriate article in TUNE-UP SERVICE PROCEDURES.

IDLE MIXTURE
See appropriate article in TUNE-UP SERVICE PROCEDURES.

COLD (FAST) IDLE RPM
See appropriate article in TUNE-UP SERVICE PROCEDURES.

IDLE AIR BLEED VALVE
See appropriate article in TUNE-UP SERVICE PROCEDURES.

► ANGLE GAUGE ADJUSTMENT TOOL

Manufacturer recommends that some carburetor adjustments be performed using a choke valve angle gauge (Kent-Moore tool No. J-26701). While preparations and actual adjustments

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

may vary with each individual adjustment, the procedure for using the angle gauge to check the choke valve angle remains the same. Use the following procedure to perform adjustments requiring the use of the choke valve angle gauge.

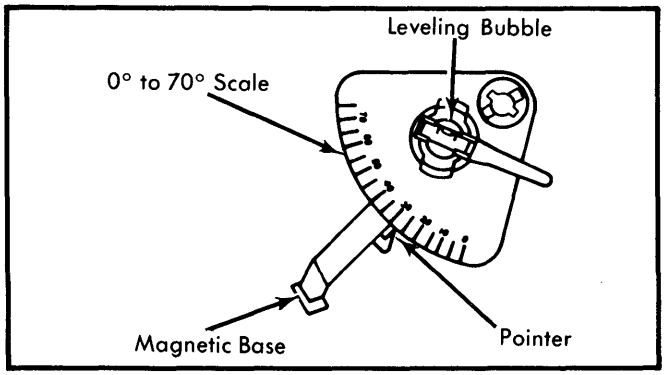


Fig. 1 Choke Valve Angle Gauge

1) Rotate degree scale on angle gauge so that 0° mark is opposite pointer.

2) With choke valve closed, place angle gauge magnet squarely on choke valve.

3) Rotate leveling bubble on angle gauge until it is centered.

4) Rotate degree scale until specified degree mark is opposite pointer.

5) Now perform individual adjustment preparations as outlined in the following carburetor adjustments requiring angle gauge. If bubble is centered, adjustment is correct. If not, adjust carburetor as outlined.

FLOAT LEVEL

1) Remove air horn and gasket from float bowl. Hold float retainer firmly down. *See Fig. 2.*

2) Position a "T" measuring scale over toe of float at point 3/16" from end of float at toe. Measure distance from float bowl casting to top of float.

3) Use the following procedure to adjust float level if setting varies more than 1/16" from specified setting.

Float Level Too High

a) Hold float retainer clip firmly in place.

b) Push down on center of float pontoon until correct float level setting is obtained.

Float Level Too Low

a) Lift out metering rods. Remove solenoid connector screws.

b) Turn mixture solenoid screw clockwise, counting and recording the number of turns required to lightly bottom screw in float bowl.

c) Turn screw counterclockwise and remove. Lift solenoid and connector from float bowl.

d) Remove float and bend arm up to adjust. Make sure float is correctly aligned after adjustment.

e) Reinstall components in reverse order that they were removed. Back out solenoid mixture screw number of turns noted in step **b)**.

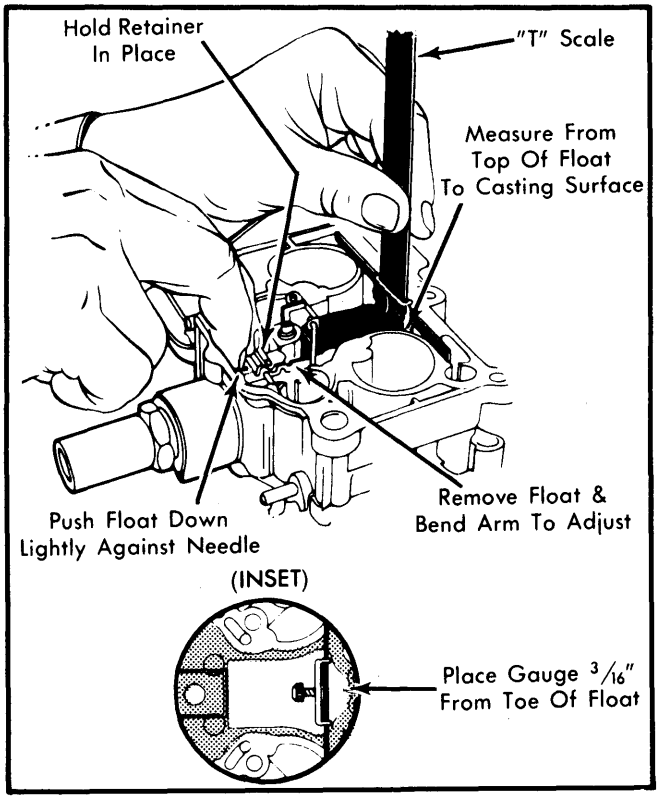


Fig. 2 Adjusting Float Level

ACCELERATOR PUMP

No pump adjustment is required on carburetors for the Computer Command Control system.

CHOKE COIL LEVER

NOTE – *Choke coil cover uses rivets in place of retaining screws. If necessary to remove choke coil cover, refer to Disassembly and Reassembly procedures in this Section.*

1) Remove 3 retaining rivets. Then remove choke cover and coil from choke housing. *See Fig. 3.*

2) Position fast idle speed cam follower on high step of fast idle cam.

3) Push up (counterclockwise) on choke coil tang until choke valve is closed.

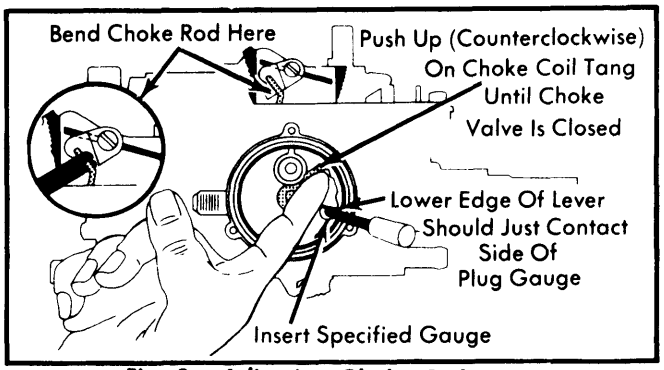


Fig. 3 Adjusting Choke Coil Lever

4) Insert a .120" drill or pin gauge in hole provided in choke housing. Lower edge of choke lever inside housing should just touch drill or pin gauge.

5) To adjust, bend choke rod at point shown.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

FAST IDLE ADJUSTMENT (BENCH SETTING)

NOTE – *This is a preliminary adjustment only. It is required to ensure that other adjustments are made with fast idle speed approximately correct. Final Cold (Fast) Idle Speed adjustment must be made with carburetor installed and engine running. See appropriate article in TUNE-UP Section.*

1) Position fast idle speed cam follower on highest step of fast idle cam. Back off fast idle speed screw until throttle valves are completely closed.

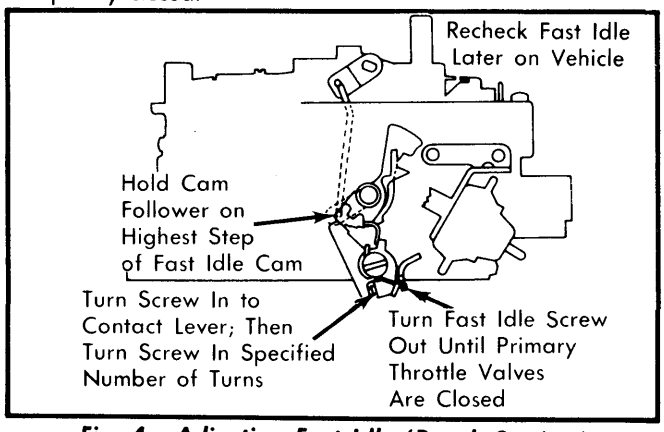


Fig. 4 Adjusting Fast Idle (Bench Setting)

2) Turn fast idle speed screw in until it just contacts lever, then turn in an additional 4½ turns.

CHOKE ROD (FAST IDLE CAM)

NOTE – *Choke coil lever and fast idle adjustments must be correct before performing this adjustment. Adjustment is performed with choke valve angle gauge. See procedure at beginning of Adjustments.*

CAUTION – *Do not remove rivets and choke cover to perform this adjustment. Use rubber band on vacuum break lever tang to hold choke valve closed.*

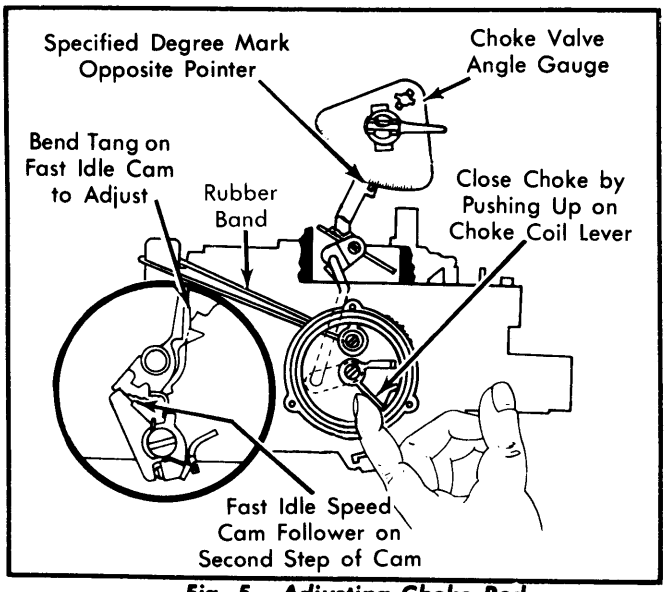


Fig. 5 Adjusting Choke Rod (Fast Idle Cam)

1) Place fast idle speed cam follower on second step of fast idle cam against shoulder of highest step. *See Fig. 5.*

2) Close choke by pushing up on choke coil lever or vacuum break lever tang. Hold choke closed with a rubber band.

3) Bubble on choke angle gauge should be centered with specified angle mark opposite pointer.

4) To adjust, bend tang on fast idle cam until bubble of choke valve angle gauge is centered.

PRIMARY (FRONT) VACUUM BREAK

NOTE – *Choke coil lever and fast idle adjustments must be correct before performing this adjustment. Adjustment is performed with choke valve angle gauge. See procedure at beginning of Adjustments.*

CAUTION – *Do not remove rivets and choke cover to perform this adjustment. Use rubber band on vacuum break lever tang to hold choke valve closed.*

1) Remove vacuum break from carburetor, place bracket in vise and grind off tamper-resistant weld, holding adjustment screw cover. Remove cover and reinstall vacuum break. Using an outside vacuum source of at least 15 in. Hg, seat primary (front) vacuum break diaphragm. *See Fig. 6.* Be sure leaf bucking spring is seated against lever, if so equipped.

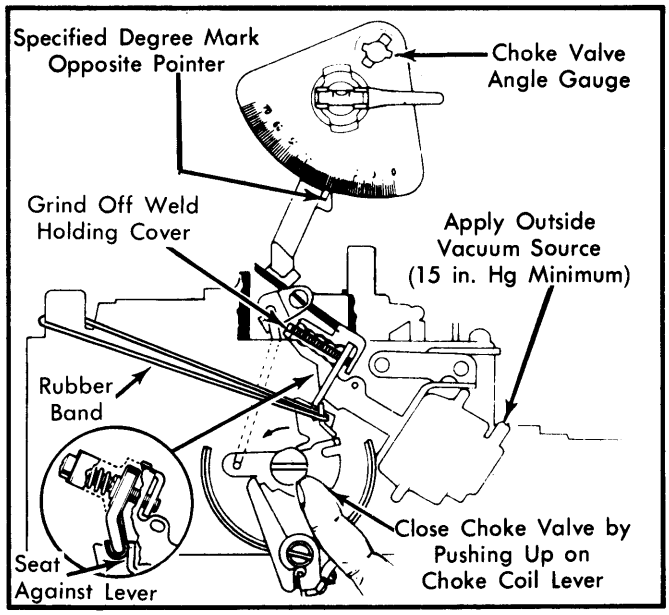


Fig. 6 Adjusting Front Vacuum Break

NOTE – ***On models equipped with air bleed, remove rubber cover from filter and plug vacuum tube with a piece of tape. If bleed hole is in end of diaphragm, plug hole in end of diaphragm with a piece of tape. Remove tape after completing adjustment.***

2) Close choke by pushing upward on choke coil lever or vacuum break lever tang. Hold choke closed with rubber band.

3) Bubble on choke angle gauge should be centered with specified degree mark opposite pointer.

4) To adjust, turn vacuum break adjustment screw until bubble of choke valve angle gauge is centered.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

SECONDARY (REAR) VACUUM BREAK

NOTE – *Choke coil lever and fast idle adjustments must be correct before performing this adjustment. Adjustment is performed with choke valve angle gauge. See procedure at beginning of Adjustments.*

CAUTION – *Do not remove rivets and choke cover to perform this adjustment. Use rubber band on vacuum break lever tang to hold choke valve closed.*

1) Remove vacuum break from carburetor. Place bracket in vise and grind off tamper-resistant adjustment screw cap. Reinstall vacuum break unit. On delay models with air bleed, plug end cover using an accelerator pump plunger cup. Using an outside vacuum source of at least 15 in. Hg, seat vacuum diaphragm. See *Fig. 7*. Remove cup after adjustment.

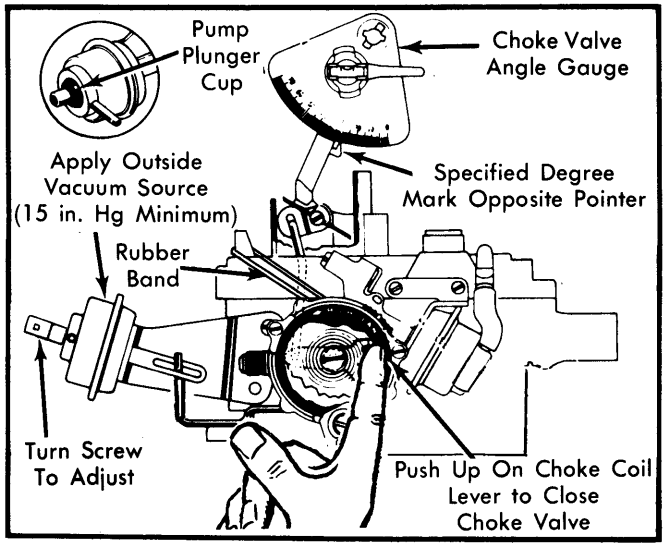


Fig. 7 Adjusting Rear Vacuum Break

NOTE – *On models equipped with air bleed, remove rubber cover from filter and plug vacuum tube with a piece of tape. If bleed hole is in end of diaphragm, plug hole in end of diaphragm with a piece of tape. Remove tape after completing adjustment.*

2) Close choke by pushing up on choke coil lever or vacuum break lever tang. Hold choke closed with a rubber band.

3) Bubble on choke angle gauge should be centered with specified degree mark opposite pointer.

4) To adjust, use a 1/8" hex wrench to turn adjustment screw in rear cover of vacuum break unit until bubble of choke valve gauge is centered.

NOTE – *Do not attempt to adjust rear vacuum break by bending link, which is a new non-bendable design.*

AUTOMATIC CHOKE

NOTE – *Choke coil cover uses rivets in place of retaining screws. If necessary to remove choke coil cover, refer to Disassembly and Reassembly procedures in this Section. Only remove choke cover if major overhaul is required or if choke cover requires replacement.*

1) Loosen 3 choke cover retaining rivets. Position fast idle cam follower on high step of fast idle cam.

2) Rotate cover in specified direction to align reference mark on cover with specified graduation in housing. Install rivets from service kit.

CHOKE UNLOADER

NOTE – *Choke coil lever and fast idle adjustments must be correct before performing this adjustment. Adjustment is performed with choke valve angle gauge. See procedure at beginning of Adjustments.*

CAUTION – *Do not remove rivets and choke cover to perform this adjustment. Use rubber band on vacuum break lever tang to hold choke valve closed.*

1) If removed, install choke thermostatic cover and coil assembly in housing, using special rivets in service kit. Hold throttle valves wide open. See *Fig. 8*.

2) If engine is warm, close choke valve by pushing up on vacuum break lever tang. Hold in position with a rubber band.

3) Bubble on choke valve angle gauge should be centered with specified degree mark opposite pointer.

4) To adjust, bend choke unloader tang on fast idle lever until bubble of choke valve angle gauge is centered. Remove gauge.

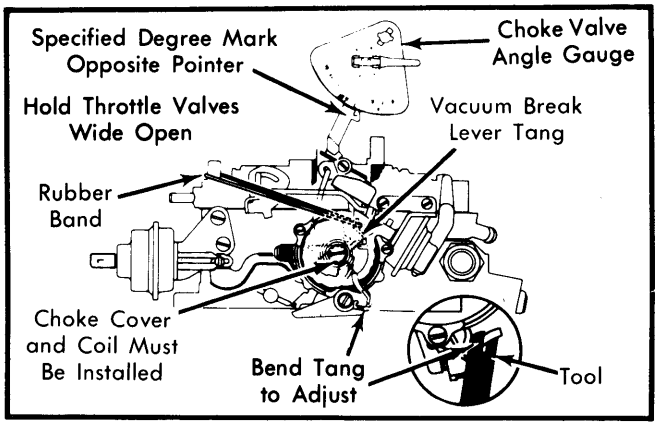


Fig. 8 Adjusting Choke Unloader

MIXTURE CONTROL SOLENOID

1) Solenoid operation can be checked on vehicle using external float level gauge tool (J-9789-130). Some material must be removed from side of tool to allow for clearance in air horn.

2) Remove air cleaner and gasket. Insert gauge in "D" shaped hole in casting next to Idle Air Bleed Valve plug. Make sure gauge moves freely in hole.

3) Press down on gauge and release. With gauge released (solenoid up position), read inch mark on gauge that lines up with top of air horn casting and record reading.

4) Lightly press down on gauge until it bottoms (solenoid down position). Record inch mark on gauge that lines up with top of air horn casting.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

5) Subtract solenoid up reading from solenoid down reading. Difference is total solenoid travel. Travel should be 1/32-3/32". If travel is correct, make idle air bleed valve adjustment found in Tune-Up Section.

6) To adjust travel, remove air horn. Turn mixture control solenoid screw (lean mixture screw) in float bowl clockwise. Record number of turns required to lightly bottom screw in float bowl.

7) If number of turns is not 3 1/4-3 3/4, solenoid travel is incorrect. Adjust screw to 3 1/2 turns. Then invert air horn and using a small punch, drive mixture control solenoid screw plug out of air horn from bottom side. Discard plug.

NOTE – *Specified number of turns in step* **7)** *refers to Chevrolet and Pontiac models. Buick and Oldsmobile specified range should be 3 1/2-4 1/2 turns. If not as specified, adjust to 2 turns from bottom.*

8) Reinstall air horn and new gasket on float bowl and temporarily secure with 2 screws. Recheck solenoid plunger travel (1/32-3/32"). If travel is correct, complete assembly of air horn and proceed to step **11).**

9) If solenoid travel is incorrect, remove and invert air horn assembly. Using adjusting tool (J-28696-4), remove rich mixture stop screw from bottom side of air horn. Then, drive screw plug out of air horn from bottom side. Discard plug. Reinstall rich mixture stop screw in air horn until screw is lightly bottomed.

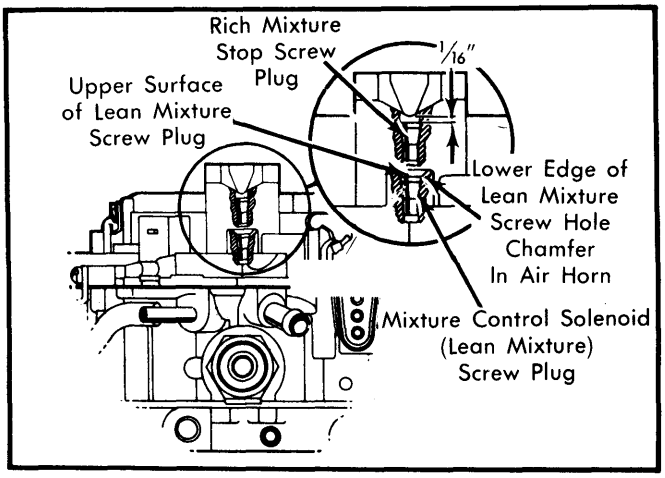


Fig. 9 Installing Lean and Rich Mixture Stop Screws in Air Horn

10) Reinstall air horn and gasket on float bowl. Insert gauge in vent hole. Using adjusting tool (J-28696), turn stop screw clockwise until total solenoid plunger travel is 3/32".

11) Once solenoid plunger travel is correctly set, install new plugs supplied in service kit. Install mixture solenoid screw plug, with hollow end down, into hole in raised boss of air horn casting. Use a small punch to drive plug into air horn until upper surface of plug is even with lower edge of hole chamfer. *See Fig. 9.*

NOTE – *Plug must be installed to retain the setting of the mixture control solenoid stop screw in float bowl and to prevent escape of fuel vapors.*

12) If removed, install plug, with hollow end down, in air horn over rich mixture stop screw (located next to idle air bleed valve cover). Using a small punch, drive new plug into place until it is approximately 1/16" below the surface of the air horn casting.

NOTE – *Plug must be installed to retain setting of rich mixture stop screw.*

THROTTLE POSITION SENSOR

NOTE – *Do not remove plug or adjust TPS screw unless replacement of air horn, float bowl, TPS unit or TPS screw is necessary or diagnosis indicates TPS unit is improperly adjusted. Adjustment is very critical for proper performance.*

1) Using a .076" drill bit, drill hole in aluminum plug covering TPS adjustment screw. Drill only enough to start self-tapping screw (about 1/16-1/8").

2) Install No. 8 self-tapping screw (1/2" long) in drilled hole in plug, only enough to engage threads securely. Place wide-blade screwdriver under screw head and pry plug from air horn casting. Discard plug.

3) Using adjusting tool (J-28696-10), remove TPS screw. Connect a terminal jumper tool (J-29125) from TPS connector center terminal "B" to bottom terminal "C". Turn ignition switch on, but do not run engine. Reinstall TPS adjustment screw, using same removal tool. Turn screw to obtain specified voltage at specified throttle position with air conditioning turned off. Use 10 meg digital voltmeter.

4) After adjustment, install new plug from service kit, driving plug into air horn until flush with raised pump lever boss.

NOTE – *Plug must be installed to retain TPS adjustment screw setting.*

Throttle Position Sensor Specifications

Engine	Throttle Position	Voltage
229" VIN K	Curb Idle	.51 Volt
231" VIN A	Fast Idle①	.97 Volt
260" VIN F	Curb Idle	.46 Volt
265" VIN S	Minimum Air②	.41 Volt
267" VIN J	Curb Idle	.51 Volt

① – At high step of cam.
② – ISC retracted.

OVERHAUL

DISASSEMBLY

NOTE – *Place carburetor on a suitable working stand to avoid damaging throttle valves during overhaul.*

Air Horn – 1) Remove solenoid and bracket assembly.

2) Remove screw and remove upper choke lever from end of choke shaft.

3) Rotate upper choke lever to remove choke rod from slot in lever.

4) Remove choke rod from lower lever inside bowl casting.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

NOTE – *Hold lever outward and twist rod counterclockwise to remove.*

5) Using suitable driver, drive pump lever pivot pin inward until pump lever can be removed from air horn.

6) Remove pump lever from pump rod, noting location of pump rod for reassembly.

CAUTION – *Be careful when removing roll pin to avoid damage to pump lever bosses.*

7) Remove front vacuum break hose from tube on float bowl. Remove 7 air horn screws. Then remove 2 countersunk screws located next to venturi. Lift air horn straight up to remove.

CAUTION – *Use care not to damage mixture control solenoid connector, TPS adjustment lever, and small tubes protruding from air horn. Do not attempt to remove small tubes.*

8) Remove primary (front) choke vacuum break diaphragm. Remove TPS plunger by pushing plunger up through seal in air horn. Use fingers to remove plunger to prevent damage to sealing surface. If air horn is removed, the lean mixture screw plug must also be removed from air horn. Drive out plug from bottom side, discarding plug.

9) Remove TPS seal by inverting air horn and using a small screwdriver to remove staking around seal retainer. Discard both seal and retainer. Remove pump plunger stem seal in same manner and discard seal and retainer. Use care not to damage casting. Further disassembly should not be necessary.

CAUTION – *The mixture solenoid air/fuel mixture adjustments are very sensitive. The mixture control solenoid stop screw, TPS adjustment screw and idle air bleed valve in air horn are all preset at the factory and plugged to resist tampering. Do not remove plugs during normal carburetor cleaning and servicing unless carburetor or mixture control solenoid has been diagnosed as the cause of poor engine performance.*

10) If necessary to remove idle air bleed valve, drill off rivet heads with 1/8" drill. Drive remainder of rivets out of tower with drift and small hammer. Lift out cover over valve and remove remaining rivets from inside tower. If necessary to remove other adjustment screws, see instructions for individual adjustments. Using a screwdriver that fully fits slot in valve, turn valve counterclockwise to remove from air horn. Remove "O" rings from valve, using new "O" rings upon reassembly.

Float Bowl – 1) Remove solenoid metering rod plunger by lifting straight upward. Remove rubber seal from around mixture control solenoid connector. Remove air horn gasket by lifting out of dowel locating pins. Discard gasket.

2) Remove pump plunger and spring from pump well. Remove staking holding throttle position sensor in bowl. To do so, protect gasket sealing surface by laying a flat piece of metal across casting. Using a small screwdriver, lightly depress and hold TPS sensor down against spring tension. Carefully remove staking from around TPS sensor by prying upward with a small chisel against the metal piece (not bowl casting).

3) Push up from bottom on electrical connector and remove TPS and connector assembly from bowl. Use care not to damage sensor during removal. Remove plastic filler block from float valve.

4) Carefully remove each metering rod from metering jet. Make sure return spring is removed with each rod. Remove the spring by sliding off metering rod.

5) Remove screws connecting solenoid connector to float bowl. Using adjusting tool (J-28696) on upper end of mixture control solenoid screw, count number of clockwise turns required to lightly bottom screw. Record number for later reassembly. Then turn screw counterclockwise to remove it from float bowl. Carefully lift solenoid and connector assembly from bowl.

NOTE – *Do not remove plunger return spring or connector and wires from solenoid body. Solenoid and connector are serviced as an assembly.*

6) Remove plastic insert from cavity in float bowl beneath solenoid connector. Remove solenoid screw tension spring (next to float hanger clip).

7) Remove float assembly and needle valve by lifting straight up on retaining clip. Remove needle valve seat and gasket.

8) Remove large mixture control solenoid tension spring from boss on bottom of float bowl located bewteen metering jets. Remove metering jets (if necessary).

9) Remove accelerator pump discharge check ball retainer and check ball. Remove accelerator pump well baffle (if necessary).

10) Remove choke secondary (rear) vacuum break diaphragm and bracket. Rotate unit to remove vacuum break rod from slot in diaphragm plunger.

11) Align a .159" (No. 21) drill on choke cover retaining rivet and drill only enough to remove rivet head. Repeat for remaining 2 rivets. Remove choke coil cover and coil assembly. Remove screw and washer from inside choke housing. Slide housing out to remove. Remove plastic tube seal from vacuum inlet boss on choke housing of hot air models.

12) Remove secondary (rear) vacuum break rod from intermediate choke lever. Remove lever screw from end of intermediate choke shaft in choke housing.

13) Remove lever from shaft. Remove intermediate choke shaft from housing by sliding outward. Remove fast idle cam from intermediate choke shaft. Turn float bowl over and remove lower choke lever.

NOTE – *If housing is to be cleaned, remove cup seal from inside choke housing shaft hole. Remove cup seal from insert to clean float bowl. Do not remove insert.*

14) Remove fuel inlet fitting, gasket, check valve/filter assembly and spring. Remove throttle body screws. Separate throttle body from float bowl and remove insulator gasket.

Throttle Body – 1) Remove accelerator pump rod from throttle lever by rotating rod until tang on rod aligns with slot in lever.

2) Turn throttle body over and position on a holding fixture with manifold side up. Make 2 parallel cuts in throttle body with a small hacksaw, one on each side of idle mixture needle plug. Cuts should reach down to steel plug, but no more than 1/8" beyond locator points. Distance between saw marks will depend upon size of punch used.

3) Place a flat punch at a point near ends of saw marks. Hold punch at 40° angle and drive it into throttle body until casting breaks away, exposing steel plug.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

4) Hold center punch vertically and drive into steel plug. Then hold punch at 45° angle and drive plug out of casting. Repeat process for remaining mixture needle. When removing or installing needles, refer to idle mixture adjustment procedure in Tune-Up Section.

NOTE – *Hardened steel plug will shatter. It is not necessary to remove plug completely. Remove just enough pieces to allow idle mixture adjusting tool (J-29030) to be used to remove mixture screws and springs. Idle mixture screw head has a "double-D" configuration and can also be removed using a piece of 7/32" copper tubing that has been partially flattened.*

CLEANING & INSPECTION

- Use a regular carburetor cleaning solution. Soak components long enough to thoroughly clean all surfaces and passages of foreign matter.
- Do not soak any components containing rubber, leather or plastic. Particularly do not soak air horn with bleed valve installed, electric choke, idle speed solenoid or control, TPS, thermostatic choke cover and coil, vacuum break diaphragms, pump plunger and other such parts.
- Remove any residue after cleaning by rinsing components in a suitable solvent.
- Blow out all passages with dry compressed air.

NOTE – *If idle bleed air valve is not removed from carburetors, air horn should be cleaned with a low volatile cleaning solvent. DO NOT place air horn in carburetor cleaner. Damage to "O" rings may occur.*

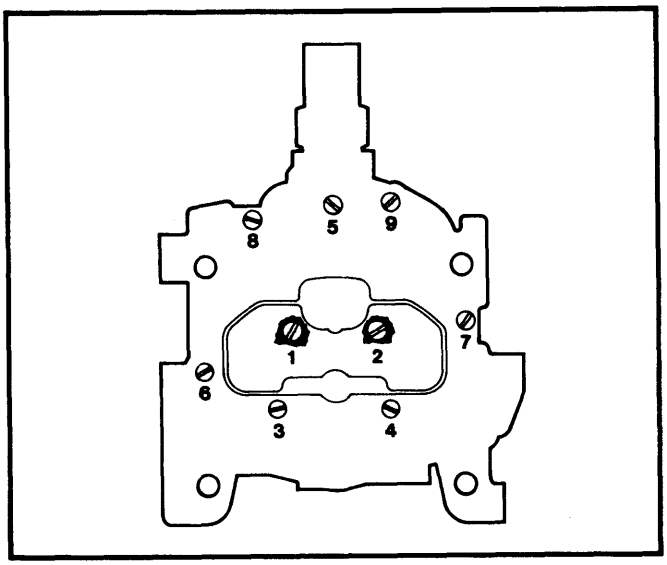


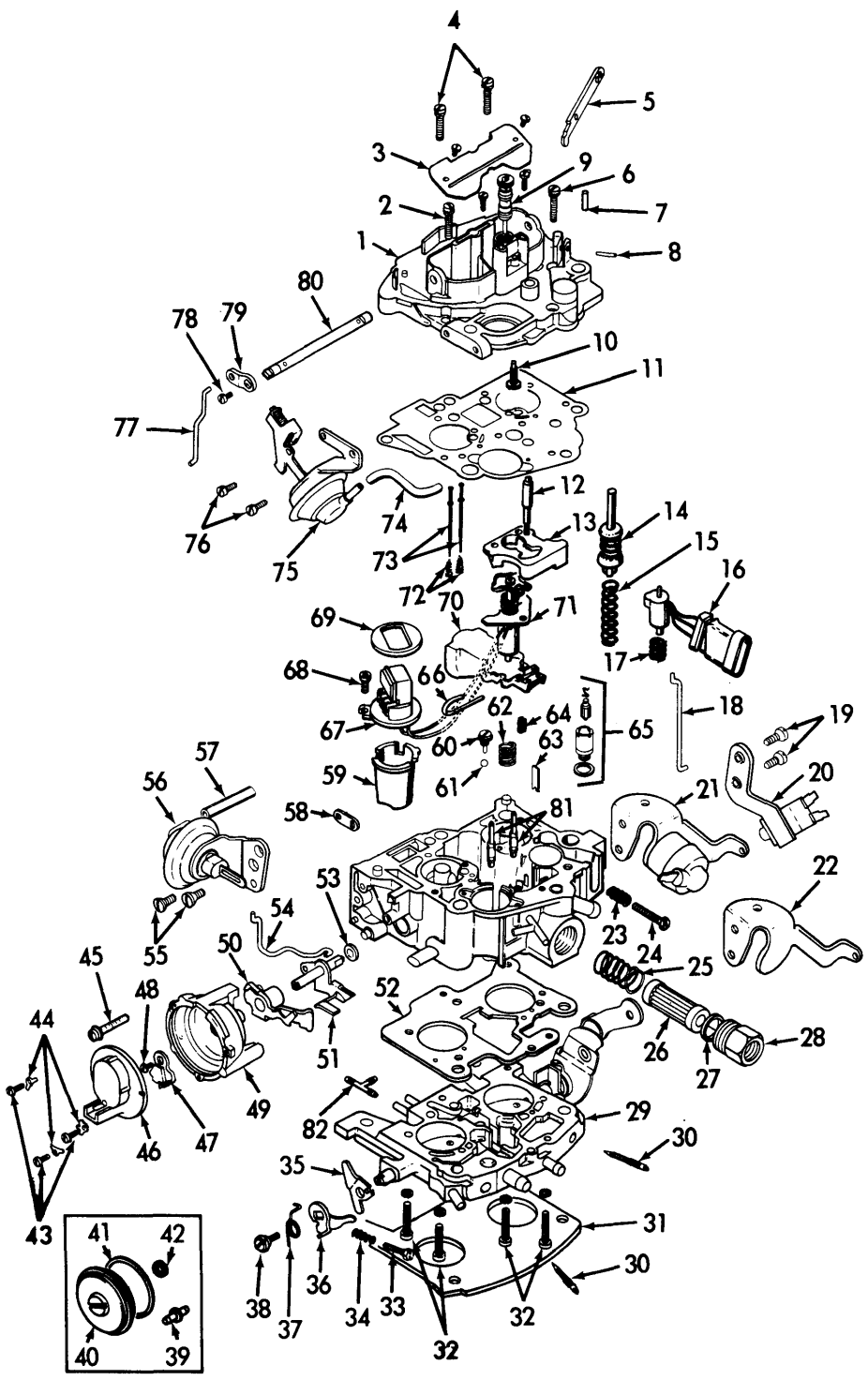
Fig. 10 Air Horn Screw Tightening Sequence

CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level Setting	Accelerator Pump		Choke Coil Lever Setting	Choke Rod Setting	Vacuum Break		Auto. Choke Setting	Choke Unloader Setting
		Lever Setting	Hole Setting			Primary Setting	Secondary Setting		
E2MC									
17081150	13/32"	TR	TR	.120"	14°	24°	36°	TR	35°
17081152	13/32"	TR	TR	.120"	14°	24°	36°	TR	35°
E2ME									
17080491	5/16"	TR	TR	.120"	24.5°	21°	35°	TR	38°
17080496	5/16"	TR	TR	.120"	24.5°	21°	33°	TR	38°
17080498	5/16"	TR	TR	.120"	24.5°	21°	33°	TR	38°
17081130	①	TR	Inner	.120"	20°	25°	.....	TR	38°
17081131	①	TR	Inner	.120"	20°	25°	.....	TR	38°
17081132	①	TR	Inner	.120"	20°	25°	.....	TR	38°
17081133	①	TR	Inner	.120"	20°	25°	.....	TR	38°
17081134	11/32"	TR	Inner	.120"	20°	25°	.....	TR	38°
17081136	11/32"	TR	Inner	.120"	20°	25°	.....	TR	38°
17081138	①	TR	Inner	.120"	20°	25°	.....	TR	40°
17081140	①	TR	Inner	.120"	20°	25°	.....	TR	40°
17081160	11/32"	TR	TR	.120"	14.5°	24°	37°	TR	35°
17081190	5/16"	TR	TR	.120"	24.5°	21°	31°	TR	38°
17081191	5/16"	TR	TR	.120"	24.5°	28°	24°	TR	38°
17081192	3/8"②	TR	TR	.120"	24.5°③	28°	24°	TR	38°
17081193	5/16"	TR	TR	.120"	24.5°	21°	31°	TR	38°
17081194	5/16"④	TR	TR	.120"	24.5°③	28°⑤	24°⑥	TR	38°
17081196	5/16"	TR	TR	.120"	24.5°	28°	24°	TR	38°
17081197	3/8"②	TR	TR	.120"	24.5°⑦	28°	24°	TR	38°
17081198	3/8"	TR	TR	.120"	24.5°③	28°	24°	TR	38°
17081199	3/8"	TR	TR	.120"	18°	28°	24°	TR	38°

TR – Tamper Resistant.
① – Buick, 11/32"; Chevrolet, 3/8"; Pontiac, 13/32".
② – Chevrolet, 5/16".
③ – Oldsmobile, 18°.
④ – Oldsmobile, 3/8".
⑤ – Buick and Chevrolet, 21°.
⑥ – Buick, 30°.
⑦ – Chevrolet and Oldsmobile, 18°.

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)



1. Air Horn Assembly
2. Air Horn Screw
3. Choke Valve
4. Air Horn Screws
5. Accelerator Pump Actuating Lever
6. Air Horn Screw
7. Throttle Position Sensor Actuator Plunger
8. Pump Lever Hinge Pin
9. Idle Air Bleed Valve Assembly
10. Solenoid Stop Screw
11. Air Horn Gasket
12. Solenoid Adjusting Screw
13. Float Bowl Insert
14. Accelerator Pump Assembly
15. Accelerator Pump Return Spring
16. Throttle Position Sensor
17. Throttle Position Sensor Adjusting Spring
18. Accelerator Pump Rod
19. Bracket Attaching Screws
20. Wide Open Throttle Bracket and Switch Assembly
21. Solenoid and Bracket Assembly
22. Throttle Return Spring Bracket
23. Idle Stop Screw Spring
24. Idle Stop Screw
25. Fuel Filter Spring
26. Fuel Inlet Filter
27. Fuel Inlet Gasket
28. Fuel Inlet Filter Nut
29. Throttle Body Assembly
30. Idle Needle and Spring Assemblies
31. Flange Gasket
32. Throttle Body Screws
33. Fast Idle Speed Screw
34. Fast Idle Screw Spring
35. Cam Follower Lever
36. Fast Idle Lever
37. Cam Lever Spring
38. Lever Attaching Screw
39. Choke Housing-to-Bowl Seal
40. Hot Air Choke Thermostatic Cover and Coil Assembly
41. Hot Air Choke Cover Gasket
42. Intermediate Choke Shaft Seal
43. Rivet Service Kit
44. Choke Cover Retainers
45. Choke Housing Screws
46. Electric Choke Thermostatic Cover and Coil Assembly
47. Thermostatic Coil Lever
48. Coil Lever Screw
49. Choke Housing Kit
50. Fast Idle Cam
51. Intermediate Choke Shaft and Lever
52. Throttle Body Gasket
53. Intermediate Choke Shaft Seal
54. Secondary Vacuum Break Rod
55. Secondary Vacuum Break Screws
56. Secondary Vacuum Break Diaphragm and Bracket
57. Vacuum Hose
58. Intermediate Choke Lever
59. Aneroid Cavity Insert
60. Accelerator Pump Discharge Guide
61. Accelerator Pump Discharge Ball
62. Solenoid Return Spring
63. Pump Well Baffle
64. Solenoid Screw Spring
65. Float Needle and Seat Assembly
66. Float Retainer (Hinge Pin)
67. Mixture Control Solenoid Connector
68. Connector Screw
69. Connector Gasket
70. Float Assembly
71. Mixture Control Solenoid
72. Metering Rod Springs
73. Metering Rods
74. Vacuum Hose
75. Primary Vacuum Break Diaphragm and Bracket
76. Vacuum Break Bracket Screws
77. Choke Rod
78. Choke Lever Screw
79. Choke Shaft Lever
80. Choke Shaft
81. Main Metering Jets
82. Vacuum Hose Tee

Fig. 11 Exploded View of Rochester E2MC and E2ME 2-Barrel Carburetor

ROCHESTER E2MC & E2ME 2-BARREL (Cont.)

REASSEMBLY

NOTE – *Use new gaskets and seals. Make sure that new gaskets fit correctly and that all holes and slots are punched through and correctly located.*

Reassemble carburetor in reverse order of dissassembly, noting the following:

1) The intermediate choke shaft lever and fast idle cam are assembled correctly when tang and lever are below fast idle cam.

2) When installing float and retaining pin, make sure open end of float retaining pin faces accelerator pump well.

3) When installing fuel inlet valve, hook pull clip over edge of flat on float arm. Do not hook clip in holes in float arm.

4) When installing mixture control solenoid, make sure pin on end of solenoid aligns with hole in raised boss at bottom of float bowl.

5) Install, adjust and plug all screws to restore tamper-resistant design.

NOTE – *If choke coil cover was removed, it will be necessary to install service rivet retaining kit. Before installing cover, place fast idle screw on high step of fast idle cam. Align notch in cover with raised boss on housing cover flange and install rivets.*

6) Install air horn screws and tighten them evenly, securely and in order shown in *Fig. 10.*