

ROCHESTER MODELS 2SE & E2SE 2-BARREL

NOTE — SERIES IDENTIFICATION: The vehicle numbers used in this article have been abbreviated for common reference to both Chevrolet and GMC models. Chevrolet models use numerical designations as listed; GMC models are identified as follows: 10 = 1500; 20 = 2500; 30 = 3500.

CARBURETOR APPLICATION

CHEVROLET & GMC

Application	Rochester Carb. No.	
	Man. Trans.	Auto. Trans.
4.1L (250")		
Federal (2SE)		
C10	17081621, 17081625 17081629	17081622
C20	17081625	17081630
G10/20	17081623, 17081627 17081626, 17081627	17081624,
G30	17081725	17081725
K10	17081625, 17081633	17081630
California (2SE)		
C10	17081721	17081720
G10/20	17081725, 17081727	17081726

JEEP

Application	Jeep Carb. No.	
	Man. Trans.	Auto. Trans.
2.5L (151")		
Federal (2SE)	17081790	17081791
California (E2SE)	17081796	17081797

CARBURETOR IDENTIFICATION

The Rochester 2SE and E2SE carburetor numbers are stamped vertically on the float bowl next to the vacuum tube. If float bowl is replaced, follow manufacturer's instructions contained in service package, so that part number is transferred to new float bowl.

DESCRIPTION

The Rochester models 2SE & E2SE are 2-stage, 2-barrel downdraft carburetors. The primary stage consists of a triple venturi with a 35 mm bore. The secondary stage has a 46 mm bore and is equipped with an air valve with a single tapered metering rod. Both are equipped with integral electronically activated chokes, a choke vacuum break diaphragm and an idle speed solenoid.

The E2SE model is used in conjunction with the Computer Controlled Catalytic Converter System (C-4). The carburetor is equipped with an electrically actuated mixture control solenoid mounted in the air horn. Fuel metering is controlled by the mixture control solenoid plunger opening and closing and fuel passage to the main metering jet.

This opening and closing action causes a variable restriction of fuel to the main metering circuit, changing air/fuel ratio. Also, air metered to the idle system is controlled by the movement of the mixture control solenoid plunger.

The solenoid is activated by an electronic signal from the Electronic Control Module (ECM). The ECM responds to a signal from the oxygen sensor in the exhaust, then energizes the

solenoid to move the plunger down to a lean position or de-energizes solenoid to move plunger up to a rich position. Air metered (by solenoid plunger) to idle system is controlled by an idle air bleed valve located in the air horn. This valve follows movement of the mixture control solenoid.

On E2SE models, a Throttle Position Sensor (TPS) is used to signal the ECM of throttle position changes as they occur. When throttle position is changed, a tang on the pump lever moves TPS plunger. This signals the ECM to hold the last known air/fuel ratio to aid in throttle response.

ADJUSTMENT

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP SERVICE PROCEDURES.

COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP SERVICE PROCEDURES.

IDLE MIXTURE

See appropriate article in TUNE-UP SERVICE PROCEDURES.

IDLE AIR BLEED VALVE (E2SE ONLY)

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 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 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.

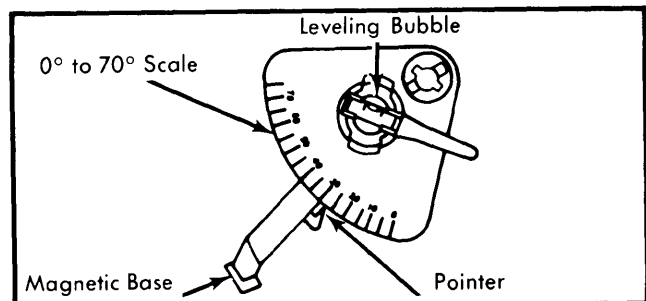


Fig. 1 Choke Valve Angle Gauge

- 5) Now perform individual adjustment preparations as outlined in the following carburetor adjustments requiring angle

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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 while pushing float down against needle. See Fig. 2.
- 2) Position a "T" scale over toe of float at point furthest away from float hinge. Measure distance from float bowl casting to float.
- 3) To adjust, remove float and bend float arm. Check to make sure float is correctly aligned after adjustment.

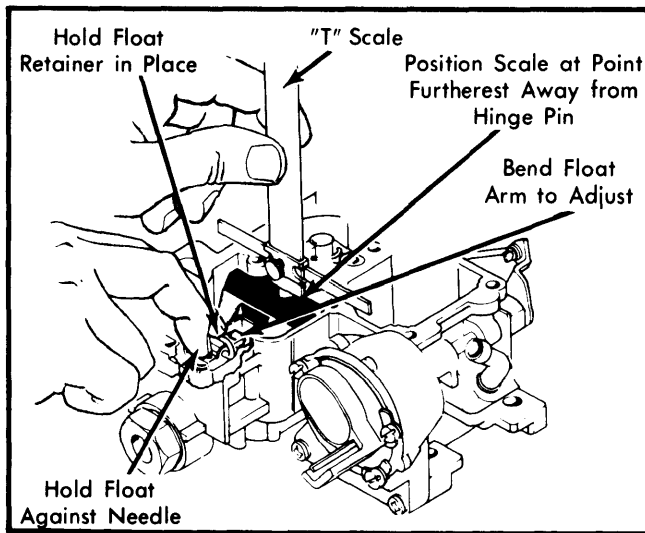


Fig. 2 Adjusting Float Level

ACCELERATOR PUMP

NOTE — Accelerator pump setting should not be changed from original factory setting unless measurement shows a variation from specification. Do not attempt to bend pump lever unless absolutely necessary as it is made of hardened steel and extremely difficult to bend.

- 1) Close throttle valves completely. Make sure fast idle speed screw is off fast idle cam. See Fig. 3.

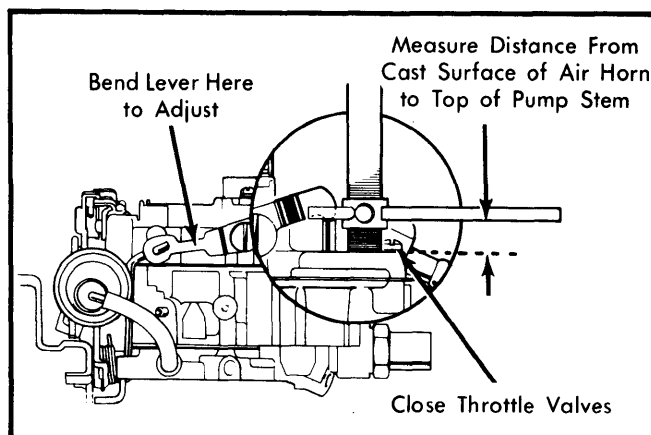


Fig. 3 Adjusting Accelerator Pump

- 2) Using a "T" scale, measure accelerator pump specified distance from cast surface of air horn to top of pump stem.
- 3) To adjust, remove pump lever screw and washer. Remove pump lever by rotating lever and removing from pump rod. Secure lever in a vise and bend end of lever at small segment.
- 4) Install pump lever and tighten screw. Recheck specified distance. Open and close throttle and check for freedom of movement.

CHOKE COIL LEVER

NOTE — Choke coil cover is retained on housing with rivets to prevent tampering with factory adjustment. If necessary to remove cover, refer to Disassembly and Reassembly procedures in this Section.

- 1) Remove choke thermostatic cover from choke housing. Place fast idle speed screw on high step of fast idle cam. See Fig. 4.
- 2) Push in on intermediate choke lever until choke valve is fully closed.
- 3) Insert a specified drill or pin gauge in hole provided in choke housing. Choke lever inside housing should just touch drill or pin gauge.
- 4) To adjust, bend intermediate choke rod at point shown in illustration. Reinstall choke cover and adjust.

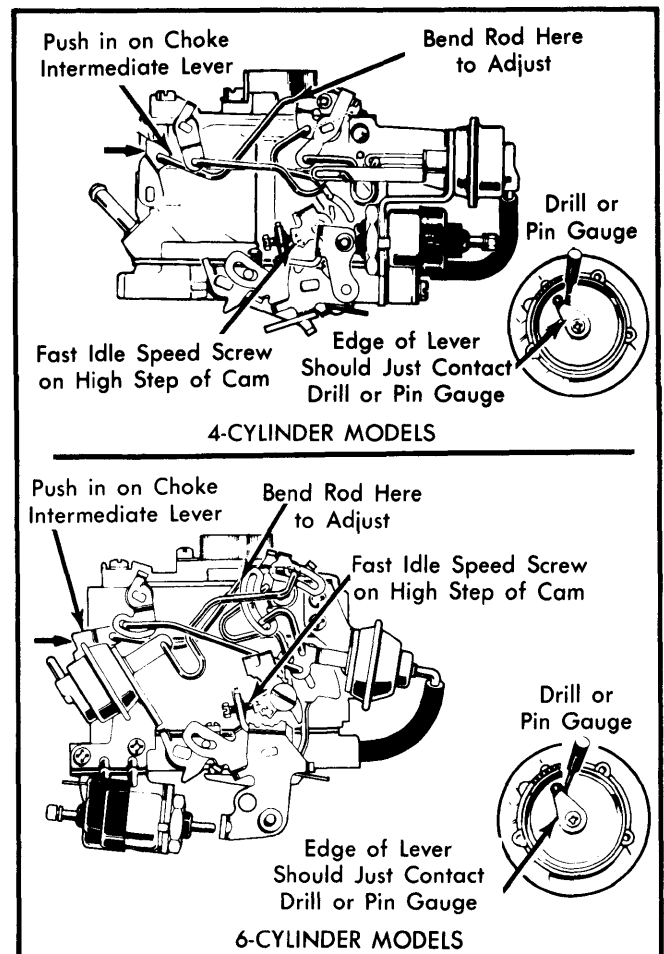


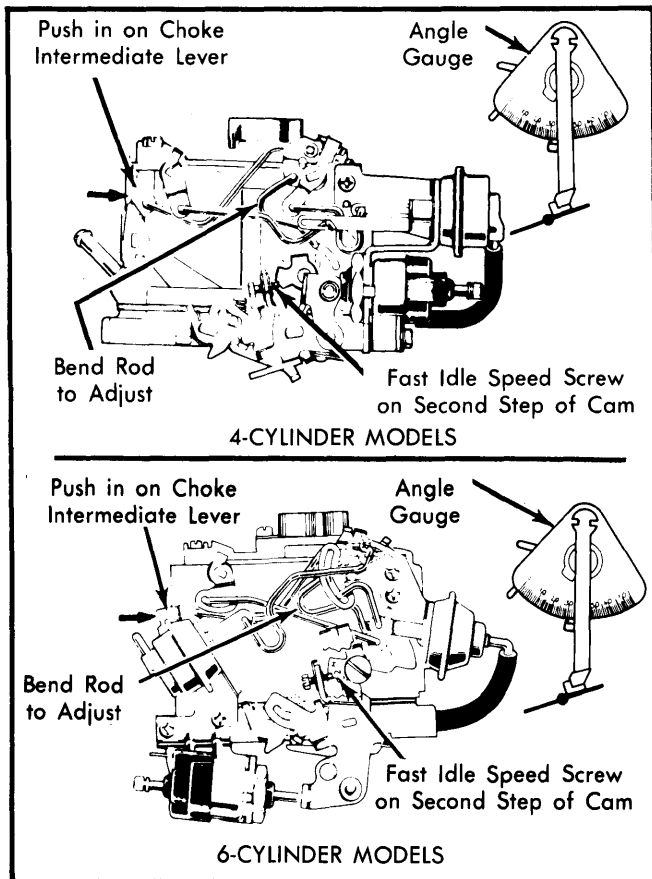
Fig. 4 Adjusting Choke Coil Lever

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**CHOKE ROD
(FAST IDLE CAM)**

NOTE — Before adjusting choke rod, choke coil lever adjustment must be correct, and fast idle adjustment made. Use an angle gauge adjustment tool to perform adjustments. See Angle Gauge Adjustment Tool at beginning of Adjustments.

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



**Fig. 5 Adjusting Choke Rod
(Fast Idle Cam)**

2) Close choke valve by pushing on intermediate choke lever. Push vacuum break lever toward open choke until lever is against rear tang on choke lever.

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

4) To adjust, bend fast idle cam rod at point shown in Fig. 5 until bubble is centered in angle gauge.

AIR VALVE ROD

NOTE — This adjustment is made by using the choke valve angle gauge. See procedure at beginning of Adjustments.

1) Using an outside vacuum source of at least 15 in. Hg, seat primary choke vacuum break diaphragm. Close air valve, mount and adjust angle gauge. See Fig. 6.

2) Apply light opening pressure to air valve shaft. Set to specified angle by bending air valve rod at a point near its

connection to primary vacuum break (models equipped with primary vacuum break only) or at a point near its connection to air valve lever (models equipped with primary and secondary vacuum breaks).

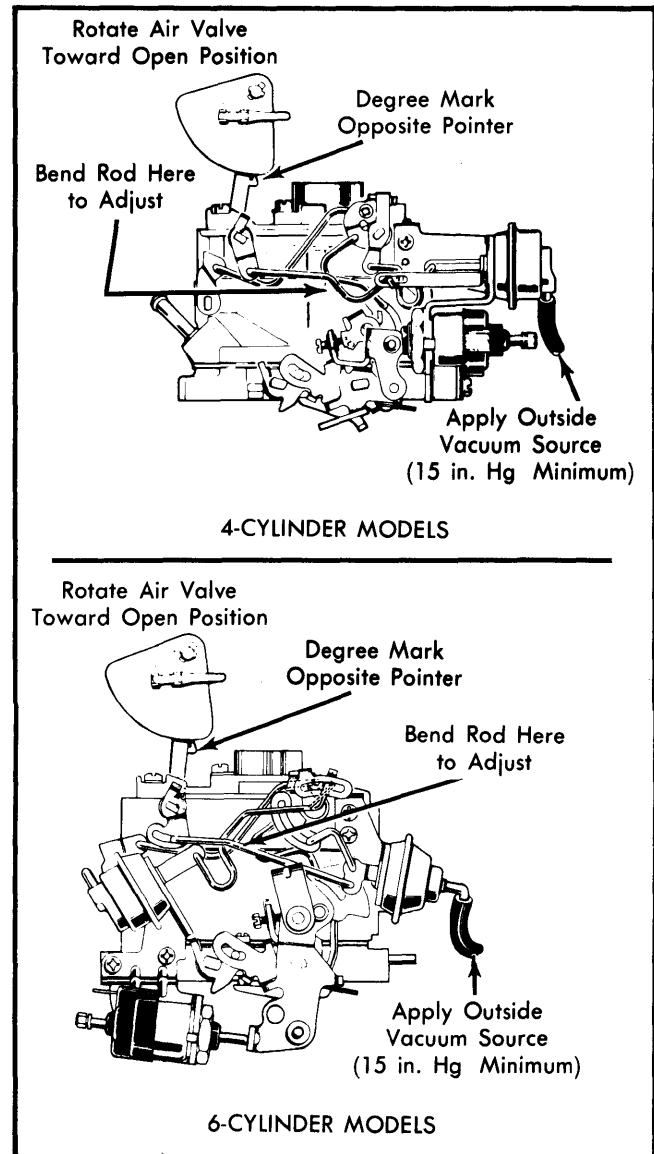


Fig. 6 Adjusting Air Valve Rod

PRIMARY VACUUM BREAK

NOTE — This adjustment is performed using the choke valve angle gauge, see procedure at beginning of Adjustments.

1) Using an outside vacuum source of at least 15 in. Hg, seat primary choke vacuum break diaphragm. See Fig. 7.

NOTE — On delay models with air bleed, plug hole in cover with masking tape. Remove tape after adjustment. Also, make sure diaphragm plunger bucking spring (if equipped) is compressed.

2) Close choke valve by pushing on intermediate choke lever. Bubble on choke valve angle gauge should be centered with specified degree mark opposite pointer.

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3) For adjustment on 4-cylinder models, bend primary vacuum break rod at point illustrated until angle gauge bubble is centered.

NOTE — Prior to adjustment on 6-cylinder models, vacuum break must be removed from carburetor and adjustment screw access cover ground off. Place bracket in a vise, carefully grind off adjusting screw access cap, and reinstall vacuum break on carburetor.

4) For 6-cylinder model adjustment, use a $\frac{1}{8}$ " hex wrench. Turn screw in or out until bubble of angle gauge is centered. Apply a bead of sealer to over screw to seal adjustment.

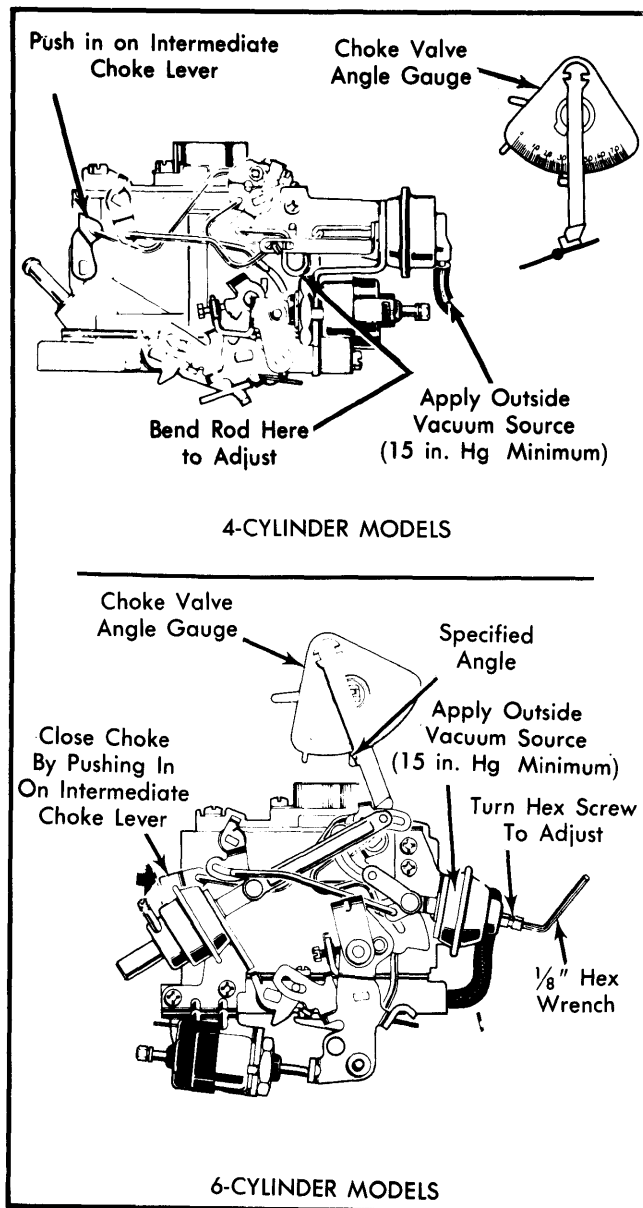


Fig. 7 Primary Vacuum Break Adjustment

SECONDARY VACUUM BREAK

NOTE — This adjustment is made using the choke valve angle gauge, see procedure at beginning of Adjustments.

1) Using an outside vacuum source of at least 15 in. Hg, seat secondary choke vacuum break diaphragm. See Fig. 8.

2) Close choke valve by pushing on intermediate choke lever. Make sure bucking spring on diaphragm plunger (if equipped) is fully compressed and seated.

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

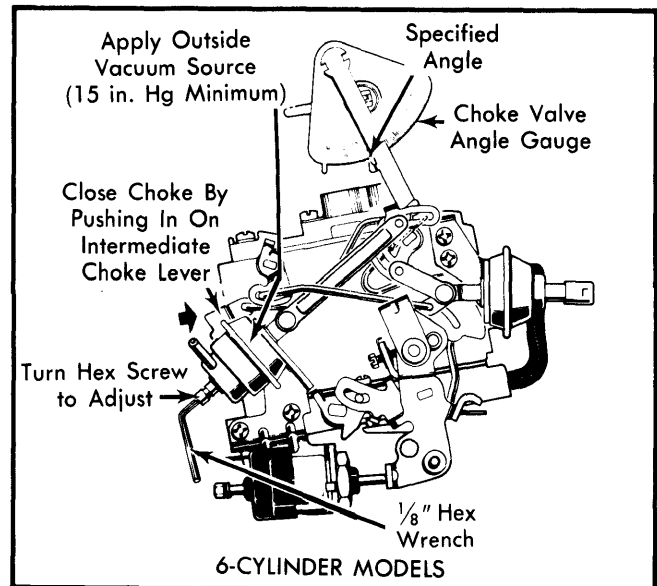


Fig. 8 Adjusting Secondary (Rear) Vacuum Break

NOTE — Prior to adjustment, vacuum break bracket must be removed from carburetor and adjustment screw access cover ground off. Place bracket in a vise, carefully grind off adjusting screw access cap, and install vacuum break bracket back on carburetor.

4) After access screw cover has been ground off, place an accelerator pump plunger cup (Varajet or equivalent) over screw to plug end cover.

5) Adjust vacuum break using a $\frac{1}{8}$ " hex wrench. Turn adjusting screw in or out until bubble in angle gauge is centered. Remove accelerator pump plunger cup from adjusting screw and apply a bead of epoxy sealer to cover screw and seal adjustment.

AUTOMATIC CHOKE

NOTE — Choke coil cover is retained on housing with rivets to prevent tampering with factory adjustment. If necessary to remove cover, refer to Disassembly and Reassembly procedures in this Section.

CHOKE UNLOADER

NOTE — This adjustment is performed using the choke valve angle gauge, see procedure at beginning of adjustments.

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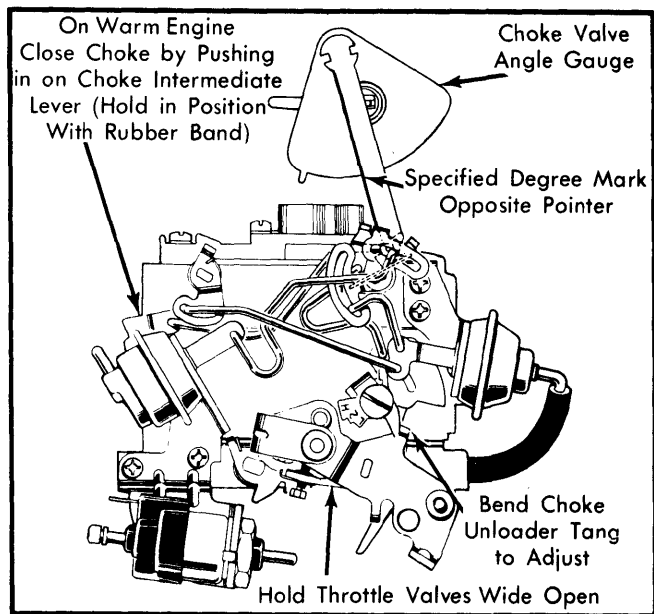


Fig. 9 Adjusting Choke Unloader

- 1) Automatic choke should be set to specified setting. Do not adjust setting unless carburetor is to be overhauled or unless choke coil lever adjustment is necessary. Hold primary throttle valve wide open. See Fig. 9.
- 2) If engine is warm, close choke valve by pushing in on intermediate choke lever. Hold in position with a rubber band.
- 3) Place vacuum break lever against rear tang on choke lever. To adjust, bend tang on throttle lever until bubble in angle gauge is centered.

SECONDARY LOCK OUT

- 1) Hold choke valve wide open by pushing out on choke intermediate lever. See Fig. 10.

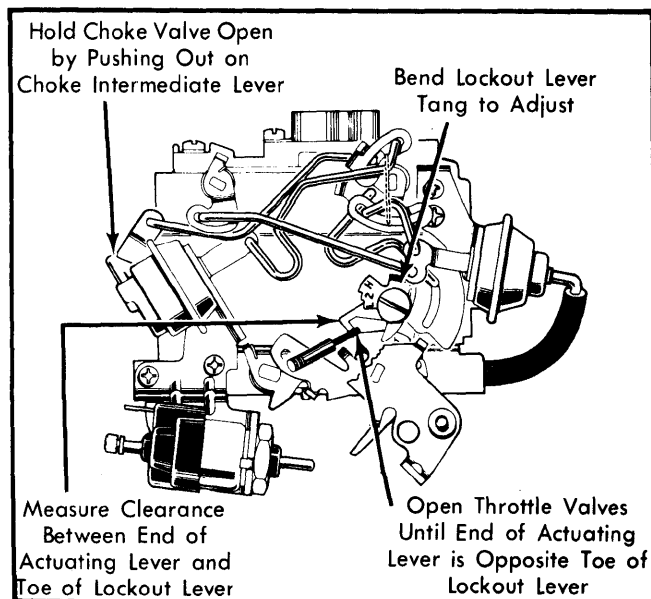


Fig. 10 Adjusting Secondary Throttle Lockout

- 2) Open throttle valves until end of secondary actuating lever is opposite toe of lockout lever.
- 3) Measure specified clearance between end of actuating lever and toe of lockout lever. Measurement can be checked using a drill or pin gauge of specified size.
- 4) To adjust, bend lockout lever tang contacting fast idle cam.

OVERHAUL

DISASSEMBLY

NOTE — Before disassembling carburetor, mount unit in a suitable holding fixture to prevent damage to throttle valves or linkage.

Air Horn — 1) Bend back tabs on idle speed solenoid lock washer. Remove large solenoid retaining nut. Care must be taken when loosening nut to avoid damaging linkage, solenoid bracket, throttle lever or vacuum break. Remove solenoid and washer from bracket.

NOTE — On models with Idle Speed Control, remove control bracket (to vacuum break) attaching screws. Remove control and bracket as an assembly.

- 2) On 2SE models (NOT USING a clip to secure the accelerator pump rod), remove pump lever retaining screw from air horn. Rotate pump lever to remove from pump rod. On E2SE models (using a clip to secure pump rod), remove clip and remove pump rod from hole in pump lever.

CAUTION — DO NOT remove pump lever retaining screw from E2SE models using clip as pump rod retainer. Pump lever and washer must not be removed from air horn assembly on these models.

- 3) Remove hose from vacuum break assembly or assemblies. On 6-cylinder models, remove bracket attaching screws from air horn only. Then, rotate vacuum break and bracket assembly to disengage vacuum break link from slot in vacuum break lever, and air valve rod from slot in air valve lever.

- 4) If necessary to remove air valve rod from vacuum break on 6-cylinder models, remove and discard retaining clip from end of air valve. New retaining clip must be used on reassembly. Plastic bushing used on rod may be reused.

- 5) On 6-cylinder models, remove secondary vacuum break bracket assembly attaching screws from throttle body. Rotate bracket to remove vacuum break link from vacuum break lever slot.

- 6) Remove and discard retaining clip from intermediate choke rod at choke lever. Use a new retaining clip at reassembly. Remove choke rod and bushing from choke lever. Bushing may be reused. If equipped, remove hot idle compensator valve screws. Remove valve and seal from air horn, discarding seal. Valve removal is necessary to gain access to short air horn-to-bowl attaching screw.

- 7) On E2SE models, remove 3 mixture control solenoid screws and remove mixture control solenoid using a light twisting motion. Remove and discard solenoid gasket, plunger seal and plunger seal retainer.

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8) Remove all air horn-to-float bowl screws and lock washers. Remove vent and screen assembly. Rotate fast idle cam up as far as possible. Rotate air horn and tilt to disengage fast idle cam rod from slot in fast idle cam and pump rod from hole in pump lever.

9) Disconnect fast idle cam rod from choke lever by aligning tang on rod with slot in lever. Lift off air horn assembly.

10) On 6-cylinder models, remove TPS plunger by pushing through seal in air horn. Remove seal retainer and seal. Remove accelerator pump plunger seal from air horn.

NOTE — Use fingers only (no tools) when removing plunger to prevent damage to sealing surface. Use care in removing plunger seal retainer and plunger stem seal retainer to prevent damage to air horn. Discard seals and retainers.

11) It is not necessary to remove choke valve and shaft unless bent or damaged. Choke valve screws are staked in place. Staking must be removed before screws are removed.

Float Bowl — 1) Remove air horn gasket. Remove pump plunger and pump spring from pump well. Remove plastic filler block from float valve.

2) Remove float assembly and float valve, pulling up on retaining pin. Remove float needle seat, gasket and extended metering jet from float bowl. Use suitable tool (J-22769) or screwdriver that fully fits slot in top of jet.

3) On E2SE models, push up from bottom on electrical connector and remove TPS and connector from float bowl. Remove spring from bottom of TPS well in bowl. On 2SE models, press down on power piston stem and allow it to snap up. Repeat this until plastic retainer is dislodged and remove power piston and metering rod assembly.

4) Remove spring from power piston bore. If necessary to remove metering rod from hanger, compress spring on metering rod and align groove on rod with slot in holder. Care must be taken not to damage tip of metering rod.

5) Remove main metering jet using a screwdriver that fits tight in groove. Using a small slide hammer, remove plastic retainer holding pump discharge spring and check ball in place in float bowl. Discard retainer.

6) If it is necessary to remove the tamper-resistant choke cover and coil assembly, align a .125" ($\frac{1}{8}$ ") drill on choke cover retaining rivets and drill only enough to remove rivet heads. Remove rivets, choke cover and coil assembly. Remove screw from end of intermediate choke shaft in choke housing. Remove choke coil lever from shaft.

7) Slide intermediate choke shaft out of float bowl. Remove choke housing screws and remove choke housing. Remove fuel inlet nut, gasket, check valve/filter and spring.

8) Remove 4 screws securing throttle body to float bowl. Remove throttle body. Remove throttle body insulator gasket.

Throttle Body — 1) Hold throttle valves wide open. Disengage pump rod from throttle lever by rotating rod until tang on rod aligns with slot in lever.

2) Do not remove plug covering idle mixture screw unless it is necessary to replace mixture screw or normal soaking and air pressure fails to clean idle mixture passages. Remove curb idle and fast idle speed screws and springs if necessary.

NOTE — It is not necessary to disassemble throttle body any further. Throttle valve screws are permanently staked in. Do not remove idle mixture screw plug unless it is necessary to replace mixture screw or cleaning and air pressure fails to clean idle mixture passage. If necessary to remove, proceed as follows:

3) Invert throttle body and position on a holding fixture with manifold side up. Using a small hacksaw, make 2 small cuts, one on either side of mixture screw plug location. Position a small flat punch on throttle body between cuts.

4) Drive punch down and break out portion of throttle body between the 2 cuts. Hold punch at a 45° angle and drive out hardened steel plug.

NOTE — Plug will shatter when struck. Remove loose pieces to allow the use of adjusting tool (J-28706) or thin walled deep $\frac{3}{16}$ " socket to remove adjusting screw and spring.

5) Turn mixture screw in carefully, counting turns needed to seat screw. Record number to be used in reassembly, then remove mixture screw.

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. Definitely do not soak idle speed solenoid or control, mixture control solenoid, throttle position sensor, electric choke, diaphragms, pump plunger and plastic filler block. Plastic bushings in end of vacuum break link and air valve rod on 4-cylinder models will withstand normal cleaning.
- Remove any residue after cleaning by rinsing components in a suitable solvent.
- Blow out all passages with dry compressed air.

REASSEMBLY

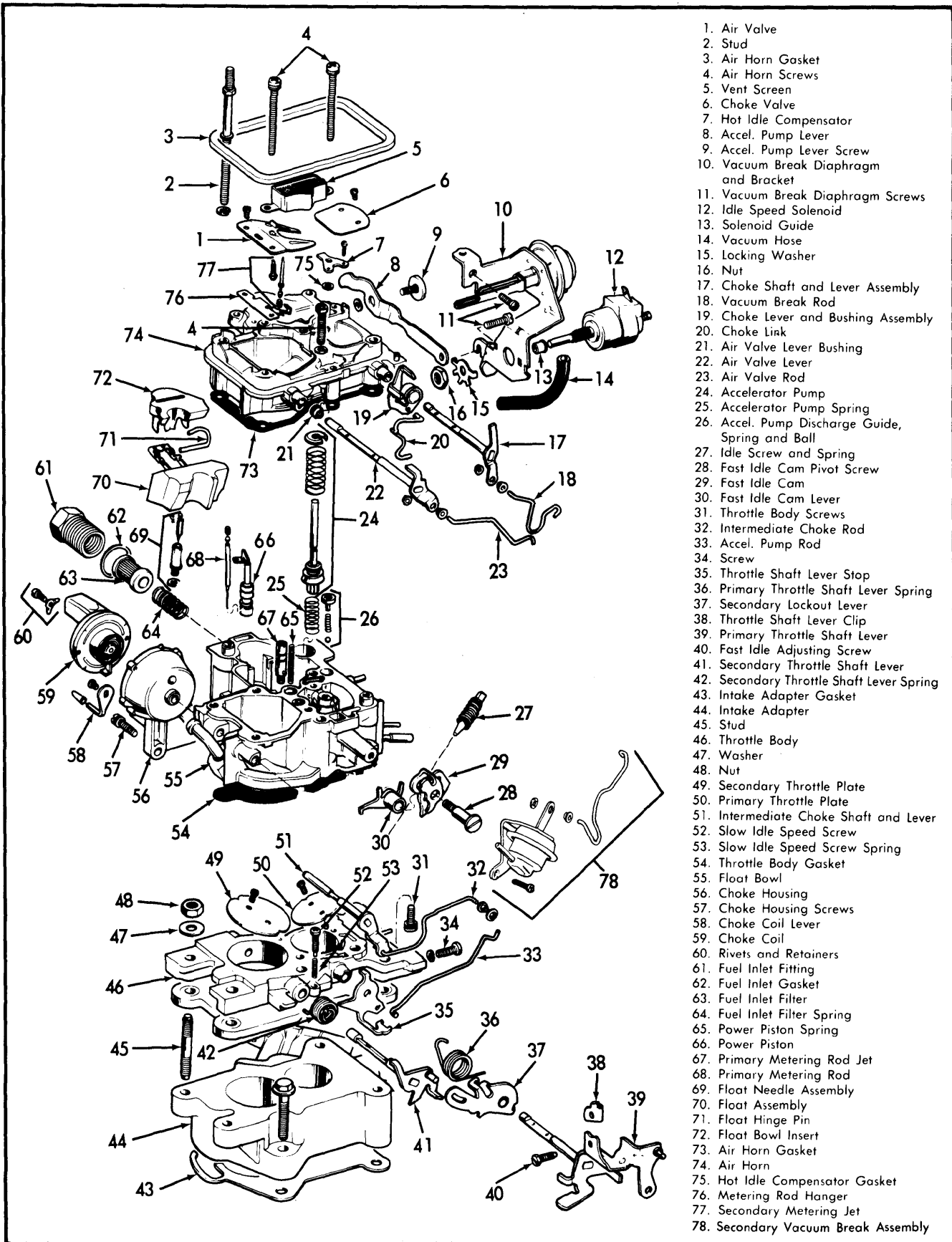
NOTE — Use new gaskets and seals. Make sure new gaskets fit correctly and all holes are punched through and properly located.

To reassemble carburetor, reverse disassembly procedure and note the following:

1) Install fuel inlet needle pull clip over edge of flat on float arm facing float. Do not hook clip in holes in float arm.

1981 Rochester Carburetors

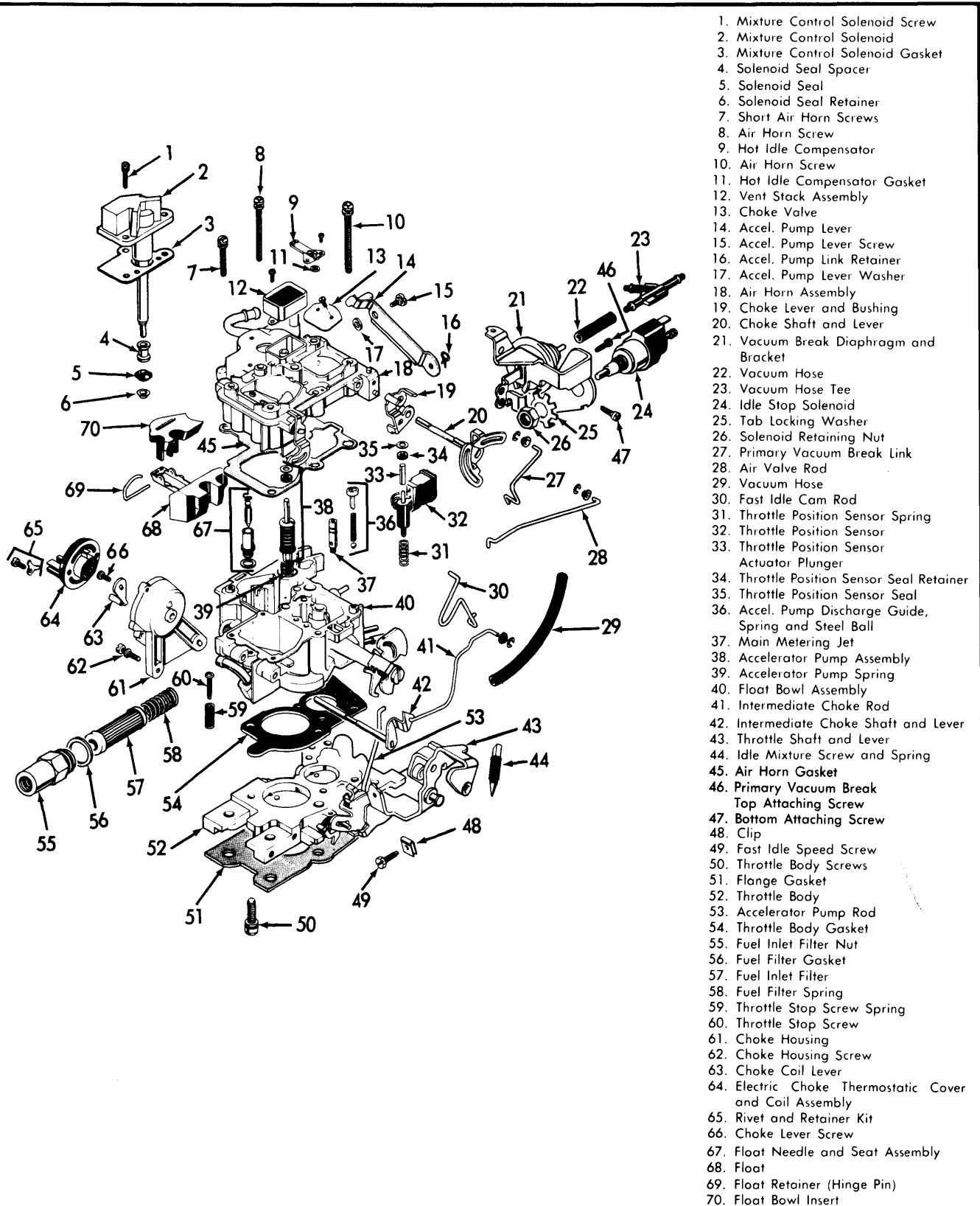
ROCHESTER MODELS 2SE & E2SE 2-BARREL (Cont.)



1. Air Valve
2. Stud
3. Air Horn Gasket
4. Air Horn Screws
5. Vent Screen
6. Choke Valve
7. Hot Idle Compensator
8. Accel. Pump Lever
9. Accel. Pump Lever Screw
10. Vacuum Break Diaphragm and Bracket
11. Vacuum Break Diaphragm Screws
12. Idle Speed Solenoid
13. Solenoid Guide
14. Vacuum Hose
15. Locking Washer
16. Nut
17. Choke Shaft and Lever Assembly
18. Vacuum Break Rod
19. Choke Lever and Bushing Assembly
20. Choke Link
21. Air Valve Lever Bushing
22. Air Valve Lever
23. Air Valve Rod
24. Accelerator Pump
25. Accelerator Pump Spring
26. Accel. Pump Discharge Guide, Spring and Ball
27. Idle Screw and Spring
28. Fast Idle Cam Pivot Screw
29. Fast Idle Cam
30. Fast Idle Cam Lever
31. Throttle Body Screws
32. Intermediate Choke Rod
33. Accel. Pump Rod
34. Screw
35. Throttle Shaft Lever Stop
36. Primary Throttle Shaft Lever Spring
37. Secondary Lockout Lever
38. Throttle Shaft Lever Clip
39. Primary Throttle Shaft Lever
40. Fast Idle Adjusting Screw
41. Secondary Throttle Shaft Lever
42. Secondary Throttle Shaft Lever Spring
43. Intake Adapter Gasket
44. Intake Adapter
45. Stud
46. Throttle Body
47. Washer
48. Nut
49. Secondary Throttle Plate
50. Primary Throttle Plate
51. Intermediate Choke Shaft and Lever
52. Slow Idle Speed Screw
53. Slow Idle Speed Spring
54. Throttle Body Gasket
55. Float Bowl
56. Choke Housing
57. Choke Housing Screws
58. Choke Coil Lever
59. Choke Coil
60. Rivets and Retainers
61. Fuel Inlet Fitting
62. Fuel Inlet Gasket
63. Fuel Inlet Filter
64. Fuel Inlet Filter Spring
65. Power Piston Spring
66. Power Piston
67. Primary Metering Rod Jet
68. Primary Metering Rod
69. Float Needle Assembly
70. Float Assembly
71. Float Hinge Pin
72. Float Bowl Insert
73. Air Horn Gasket
74. Air Horn
75. Hot Idle Compensator Gasket
76. Metering Rod Hanger
77. Secondary Metering Jet
78. Secondary Vacuum Break Assembly

Fig. 11 Exploded View of Rochester Model 2SE Carburetor (6-Cylinder Model Shown, 4-Cylinder Model Similar)

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1. Mixture Control Solenoid Screw
2. Mixture Control Solenoid
3. Mixture Control Solenoid Gasket
4. Solenoid Seal Spacer
5. Solenoid Seal
6. Solenoid Seal Retainer
7. Short Air Horn Screws
8. Air Horn Screw
9. Hot Idle Compensator
10. Air Horn Screw
11. Hot Idle Compensator Gasket
12. Vent Stack Assembly
13. Choke Valve
14. Accel. Pump Lever
15. Accel. Pump Lever Screw
16. Accel. Pump Link Retainer
17. Accel. Pump Lever Washer
18. Air Horn Assembly
19. Choke Lever and Bushing
20. Choke Shaft and Lever
21. Vacuum Break Diaphragm and Bracket
22. Vacuum Hose
23. Vacuum Hose Tee
24. Idle Stop Solenoid
25. Tab Locking Washer
26. Solenoid Retaining Nut
27. Primary Vacuum Break Link
28. Air Valve Rod
29. Vacuum Hose
30. Fast Idle Cam Rod
31. Throttle Position Sensor Spring
32. Throttle Position Sensor
33. Throttle Position Sensor Actuator Plunger
34. Throttle Position Sensor Seal Retainer
35. Throttle Position Sensor Seal
36. Accel. Pump Discharge Guide, Spring and Steel Ball
37. Main Metering Jet
38. Accelerator Pump Assembly
39. Accelerator Pump Spring
40. Float Bowl Assembly
41. Intermediate Choke Rod
42. Intermediate Choke Shaft and Lever
43. Throttle Shaft and Lever
44. Idle Mixture Screw and Spring
45. Air Horn Gasket
46. Primary Vacuum Break Top Attaching Screw
47. Bottom Attaching Screw
48. Clip
49. Fast Idle Speed Screw
50. Throttle Body Screws
51. Flange Gasket
52. Throttle Body
53. Accelerator Pump Rod
54. Throttle Body Gasket
55. Fuel Inlet Filter Nut
56. Fuel Filter Gasket
57. Fuel Inlet Filter
58. Fuel Filter Spring
59. Throttle Stop Screw Spring
60. Throttle Stop Screw
61. Choke Housing
62. Choke Housing Screw
63. Choke Coil Lever
64. Electric Choke Thermostatic Cover and Coil Assembly
65. Rivet and Retainer Kit
66. Choke Lever Screw
67. Float Needle and Seat Assembly
68. Float
69. Float Retainer (Hinge Pin)
70. Float Bowl Insert

Fig. 12 Exploded View of Rochester Model E2SE Carburetor

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2) After throttle body is installed on float bowl, make sure secondary lockout tang is in correct position to engage secondary lockout lever.

3) Install new accelerator pump discharge check ball and spring plastic retainer. Insert end of retainer in spring and place in position in float bowl. Lightly tap retainer into position until it is flush in float bowl.

4) Make sure holes in fuel filter face toward fuel inlet fitting when filter is installed.

5) Some linkage retaining clips are dished. Make sure portion of clip that bends outward is toward end of rod. Make sure clip makes full contact with rod.

6) Place fast idle screw on high step of fast idle cam. Install choke coil cover, aligning notch in cover with raised boss on housing cover flange.

NOTE — If choke cover and coil assembly was removed from housing, a service rivet kit must be installed to restore tamper-resistant feature.

CAUTION — On E2SE models, be sure coil pick-up lever is located inside choke coil tang. Also, on electric chokes, the ground contact is provided by a metal plate at rear of choke cover assembly. Do not install a choke cover gasket between electric choke assembly and choke housing.

7) Install air horn screws, noting location and type of screw for correct installation. Tighten all screws evenly, securely and in sequence shown in Fig. 13.

8) On E2SE models, install mixture control solenoid seal on solenoid stem. Using a $\frac{3}{16}$ " socket and hammer, lightly tap retainer in place, on stem, leaving a slight clearance between retainer and seal. Apply silicone grease to seal before installation of solenoid.

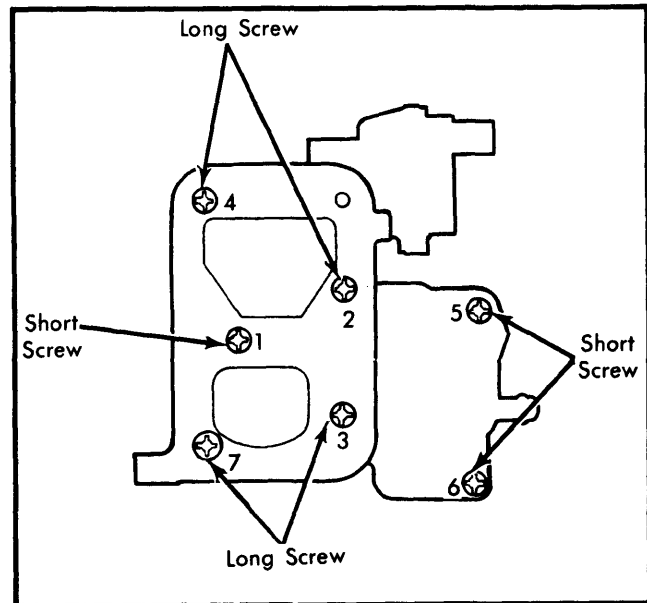


Fig. 13 Air Horn Screw Location and Tightening Sequence

CARBURETOR ADJUSTMENT SPECIFICATIONS										
Application	Float Level Setting	Accel. Pump Setting	Choke Coil Lever Setting	Choke Rod Setting	Air Valve Rod Setting	Vacuum Break		Auto. Choke Setting	Choke Unloader Setting	Secondary Lockout Setting
						Primary Setting	Secondary Setting			
GM (2SE)										
17081621	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081622	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081623	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081624	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081625,626	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081627	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081629	3/16"	5/8"	.085"	15°	1°	24°	34°	TR	41°	.025"
17081630	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081633	3/16"	5/8"	.085"	15°	1°	26°	38°	TR	38°	.025"
17081720	3/16"	5/8"	.085"	15°	1°	30°	37°	TR	41°	.025"
17081721	3/16"	5/8"	.085"	15°	1°	30°	37°	TR	41°	.025"
17081725	3/16"	5/8"	.085"	15°	1°	30°	37°	TR	41°	.025"
17081726	3/16"	5/8"	.085"	15°	1°	30°	37°	TR	41°	.025"
17081727	3/16"	5/8"	.085"	15°	1°	30°	37°	TR	41°	.025"
Jeep (2SE)										
17081790	.208"	.128"	.065"	25°	2°	19°	.....	TR	32°	.065"
17081791	.256"	.128"	.085"	25°	2°	19°	.....	TR	32°	.085"
Jeep (E2SE)										
17081796	.208"	.128"	.065"	25°	2°	19°	.....	TR	32°	.065"
17081797	.208"	.128"	.085"	25°	2°	19°	.....	TR	32°	.085"