

# SERVICE INSTRUCTIONS

# ROCHESTER CARBURETOR MODEL - 2G-2GC-2GV

## DISASSEMBLY

Use the numerical sequence of the exploded view in most instances, as a guide to disassemble the carburetor far enough to permit the installation of the kit contents, inspection, and cleaning of carburetor. Variation in shapes, omission and addition of some parts will occur between models in this group. Compare the old and new gaskets for the proper usage. If power piston (30) has free movement do not remove. If removal is required remove staking from bowl cover. **NOTE:** If idler limiter caps (46) are removed, refer to car manufacturer's service manual or decal in engine compartment for the engine idle speed and mixture adjustment procedure.

## CLEANING

Clean all parts thoroughly in an approved carburetor cleaner. Special Attention should be given to carbon deposits in throttle bores and passages. Rinse parts in a suitable solvent. Blow out all passages with compressed air. **CAUTION:** Do not immerse leather, diaphragm assemblies, plastic, rubber, or any electrical solenoids in carburetor cleaner.

## REASSEMBLY

Reverse the numerical sequence of exploded view to re-assemble carburetor. **NOTE:** The following special instructions.

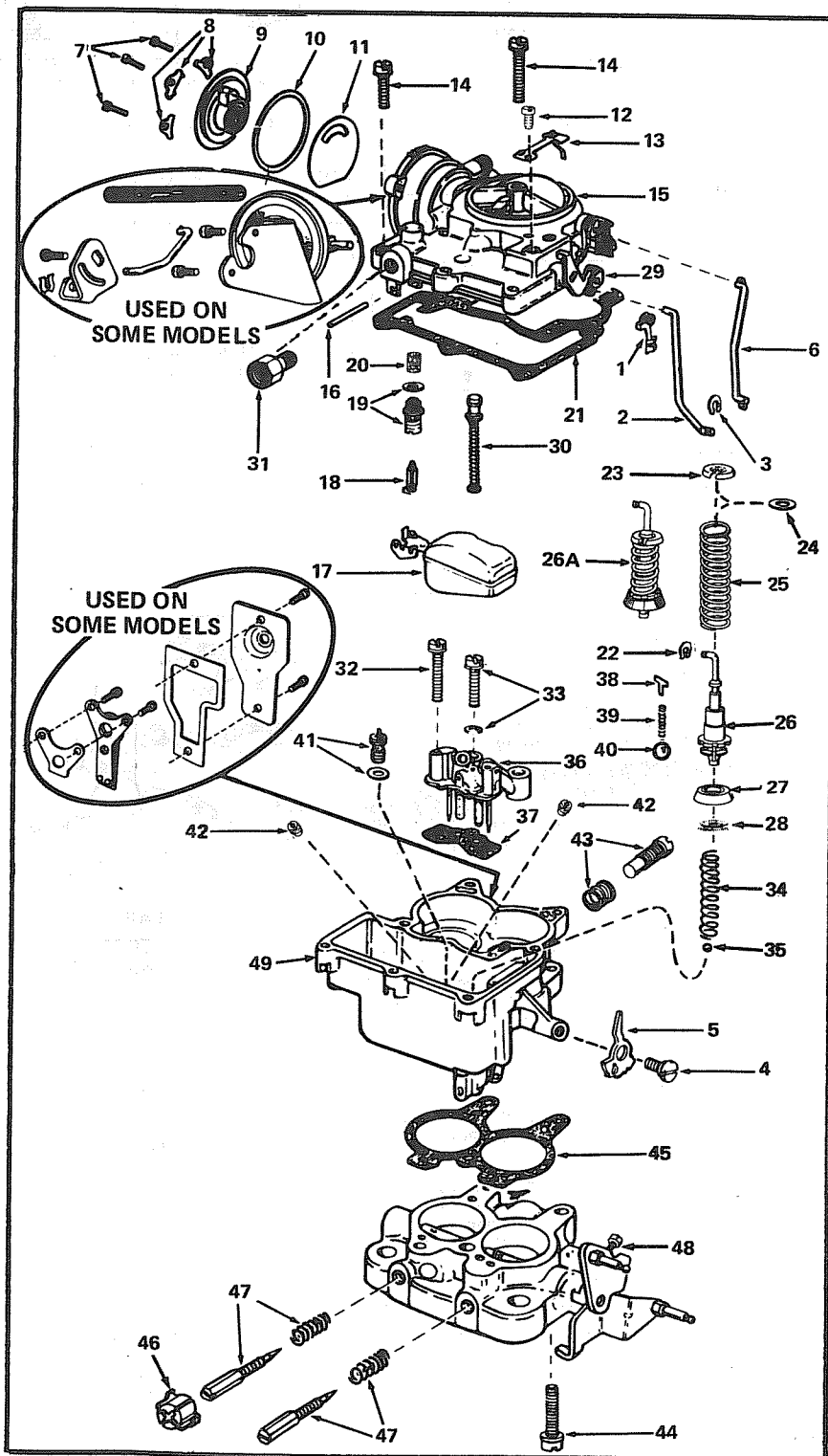
1. Make sure pump discharge guide (38) is flush with the casting when installed.
2. When installing cluster gasket (37). Make sure all holes are properly aligned with holes in venturi cluster.
3. If the complete plunger assembly (26A) is packaged in kit, install in carburetor as is. If the plunger assembly (26) is packaged in kit, proceed as follows: Remove the original retainer (23) washer (24) if used, and upper plunger spring (25) from the old plunger. Discard retainer (23) washer (24) and the old plunger. Install the original upper plunger spring (25) that was removed from the old plunger new washer (24) and new retainer (23) on new plunger, packaged in kit. If the plunger cup (27) only is packaged in kit, proceed as follows: Remove the original cup spring (28) if used, and rubber cup (27) from bottom of old plunger assembly. Install new rubber cup (27) and original cup spring (28) if used, on old plunger.
4. If power piston (30) has been removed, lightly stake casting around washer.
5. Install the pull clip on the new needle (if packaged in envelope).
6. When adjusting the float, never allow needle to be pressed into seat.

## IDLE ADJUSTMENT (See Exploded View)

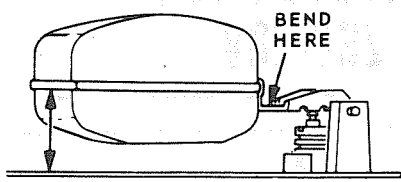
1. Turn mixture screws (47) clockwise to seat lightly, then back out approximately 2 to 4 turns.
2. If idle air speed screw (43) is used turn clock wise to seat lightly then back out 2 turns. If conventional speed screw (48) is used turn this screw in until it just touches the low step on fast idle cam, or on some models until the screw just touches the stop on casting, then turn in one full turn for the initial setting.
3. Start engine and allow it to reach normal operating temperature.
4. With the aid of a tachometer, readjust the idle mixture screws to obtain the highest R.P.M. with Auto. Trans. in DRIVE, and the hot idle compensator valve held closed if used.
5. Readjust the idle speed screw (48) or idle air screw (43) to obtain the idle speed R.P.M. as listed in Data Chart.
6. Refer to tune up decal in engine compartment for the proper idle speed and mixture adjustment for 1968 and later models.

## NOMENCLATURE

- |                                   |                                     |                                |                                      |                                       |
|-----------------------------------|-------------------------------------|--------------------------------|--------------------------------------|---------------------------------------|
| 1. Pump rod retainer              | 12. Idle vent valve attaching screw | 23. Pump plunger assembly      | 32. Venturi cluster screw            | 41. Power valve and gasket            |
| 2. Pump rod                       | 13. Idle vent valve                 | 24. Spring washer (if used)    | 33. Venturi cluster screw and gasket | 42. Main metering jets (2)            |
| 3. Pump rod retainer (lower)      | 14. Air horn screws                 | 25. Plunger upper spring       | 34. Pump lower spring (if used)      | 43. Idle air adjustment screw         |
| 4. Fast idle cam screw            | 15. Air horn                        | 26. Plunger assembly           | 35. Pump intake ball (if used)       | 44. Throttle body attaching screw (3) |
| 5. Fast idle cam                  | 16. Float pin                       | 26A. Complete plunger assembly | 36. Venturi cluster                  | 45. Throttle body gasket              |
| 6. Choke rod                      | 17. Float assembly                  | 27. Plunger cup                | 37. Venturi cluster gasket           | 46. Idle limiter cap (2)              |
| 7. Stat cover retainer screws (3) | 18. Fuel inlet needle and clip      | 28. Plunger cup spring         | 38. Pump discharge guide             | 47. Idle mixture screw and spring (2) |
| 8. Stat cover retainers (3)       | 19. Needle seat and gasket          | 29. Pump lever                 | 39. Power piston                     | 48. Throttle speed screw              |
| 9. Stat cover assembly            | 20. Needle seat strainer            | 30. Power piston               | 40. Pump discharge ball              | 49. Main body casting                 |
| 10. Stat cover gasket             | 21. Air horn gasket                 | 31. Fuel inlet fitting         |                                      |                                       |
| 11. Baffle plate                  | 22. Pump plunger retainer           |                                |                                      |                                       |



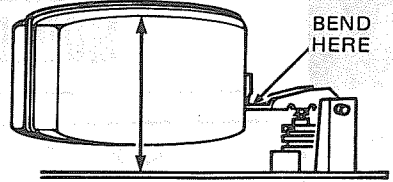
# ADJUSTMENTS



**BEND HERE**

Measure distance from gasket to seam of float, as listed in chart. Bend float arm to adjust.

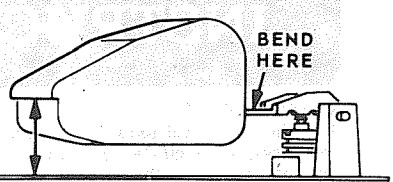
**FIG. 1 FLOAT LEVEL**



**BEND HERE**

Measure distance from gasket to top of float, as listed in chart. Bend float arm to adjust.

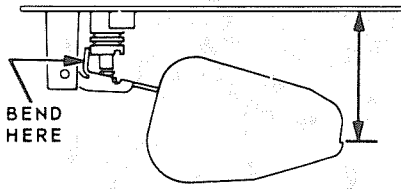
**FIG. 2 r-FLOAT LEVEL**



**BEND HERE**

Measure distance from gasket to lip of float, as listed in chart. Bend float arm to adjust.

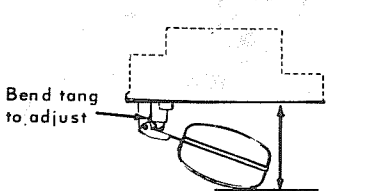
**FIG. 3 FLOAT LEVEL**



**BEND HERE**

Measure distance from gasket to lip of float, as listed in chart. Bend float stop tab to adjust.

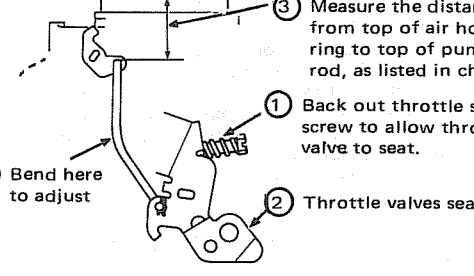
**FIG. 4 FLOAT DROP**



**Bend tang to adjust**

Measure distance from gasket to bottom of float, as listed in chart.

**FIG. 5 FLOAT DROP**



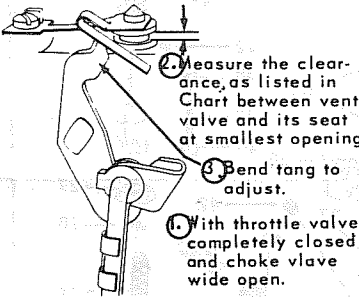
③ Measure the distance from top of air horn ring to top of pump rod, as listed in chart.

① Back out throttle speed screw to allow throttle valve to seat.

④ Bend here to adjust

② Throttle valves seated

**FIG. 6 PUMP ROD**

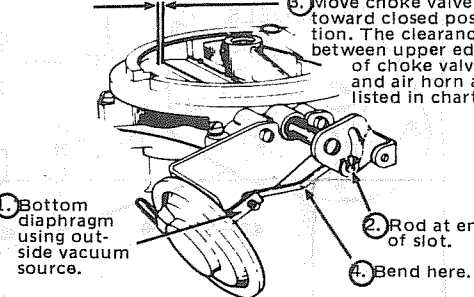


② Measure the clearance, as listed in Chart between vent valve and its seat at smallest opening.

③ Bend tang to adjust.

① With throttle valves completely closed and choke valve wide open.

**FIG. 7 IDLE VENT**



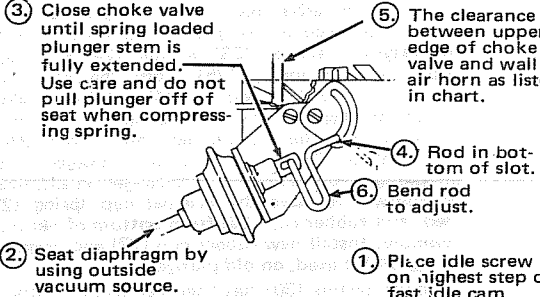
③ Move choke valve toward closed position. The clearance between upper edge of choke valve and air horn as listed in chart.

① Bottom diaphragm using outside vacuum source.

② Rod at end of slot.

④ Bend here.

**FIG. 8 VACUUM BREAK (EARLY TYPE)**



③ Close choke valve until spring loaded plunger stem is fully extended. Use care and do not pull plunger off of seat when compressing spring.

⑤ The clearance between upper edge of choke valve and wall of air horn as listed in chart.

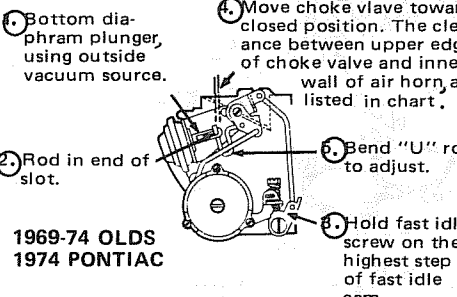
④ Rod in bottom of slot.

⑥ Bend rod to adjust.

② Seat diaphragm by using outside vacuum source.

① Place idle screw on highest step of fast idle cam.

**FIG. 9 VACUUM BREAK (LATE TYPE)**



④ Bottom diaphragm plunger, using outside vacuum source.

③ Move choke valve toward closed position. The clearance between upper edge of choke valve and inner wall of air horn, as listed in chart.

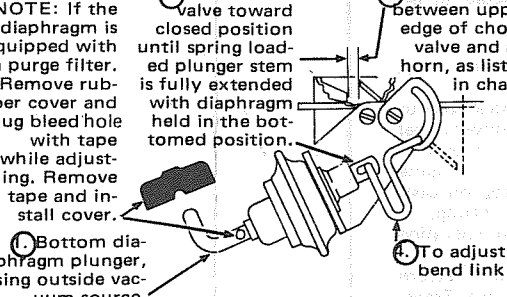
② Rod in end of slot.

④ Bend "U" rod to adjust.

③ Hold fast idle screw on the highest step of fast idle cam.

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**FIG. 10 VACUUM BREAK**



**NOTE:** If the diaphragm is equipped with a purge filter. Remove rubber cover and plug bleed hole with tape while adjusting. Remove tape and install cover.

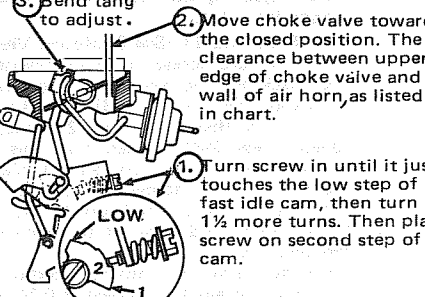
② Move choke valve toward closed position until spring loaded plunger stem is fully extended with diaphragm held in the bottomed position.

③ The clearance between upper edge of choke valve and air horn, as listed in chart.

④ To adjust bend link

① Bottom diaphragm plunger, using outside vacuum source.

**FIG. 11 AUX-VACUUM BREAK 1970-74 BUICK**

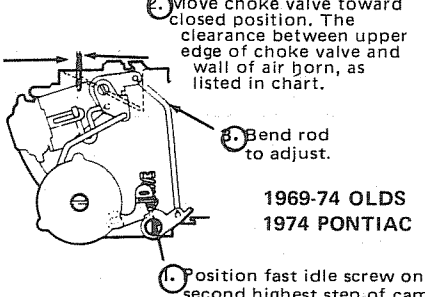


③ Bend tang to adjust.

② Move choke valve toward the closed position. The clearance between upper edge of choke valve and wall of air horn, as listed in chart.

① Turn screw in until it just touches the low step of fast idle cam, then turn in 1½ more turns. Then place screw on second step of cam.

**FIG. 12 CHOKE ROD**



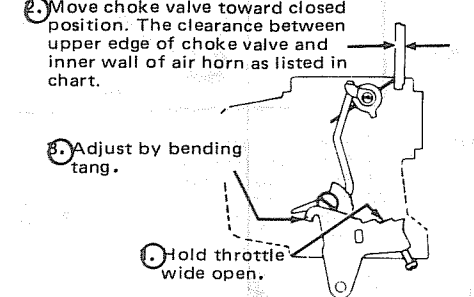
② Move choke valve toward closed position. The clearance between upper edge of choke valve and wall of air horn, as listed in chart.

③ Bend rod to adjust.

① Position fast idle screw on second highest step of cam.

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1974 PONTIAC**

**FIG. 13 CHOKE ROD**

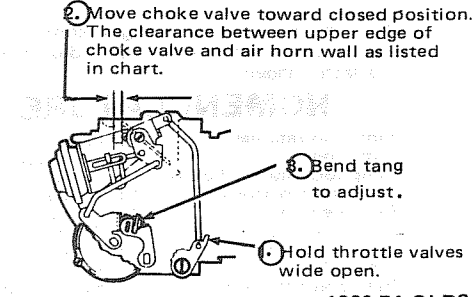


② Move choke valve toward closed position. The clearance between upper edge of choke valve and inner wall of air horn as listed in chart.

③ Adjust by bending tang.

① Hold throttle wide open.

**FIG. 14 UNLOADER**



② Move choke valve toward closed position. The clearance between upper edge of choke valve and air horn wall as listed in chart.

③ Bend tang to adjust.

① Hold throttle valves wide open.

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1974 PONTIAC**

**FIG. 15 UNLOADER**

Refer to IDLE ADJUSTMENT procedure on page 1 prior to 1969, 1969 and later refer to DECAL in engine compartment.