

INSTRUCTION SHEET

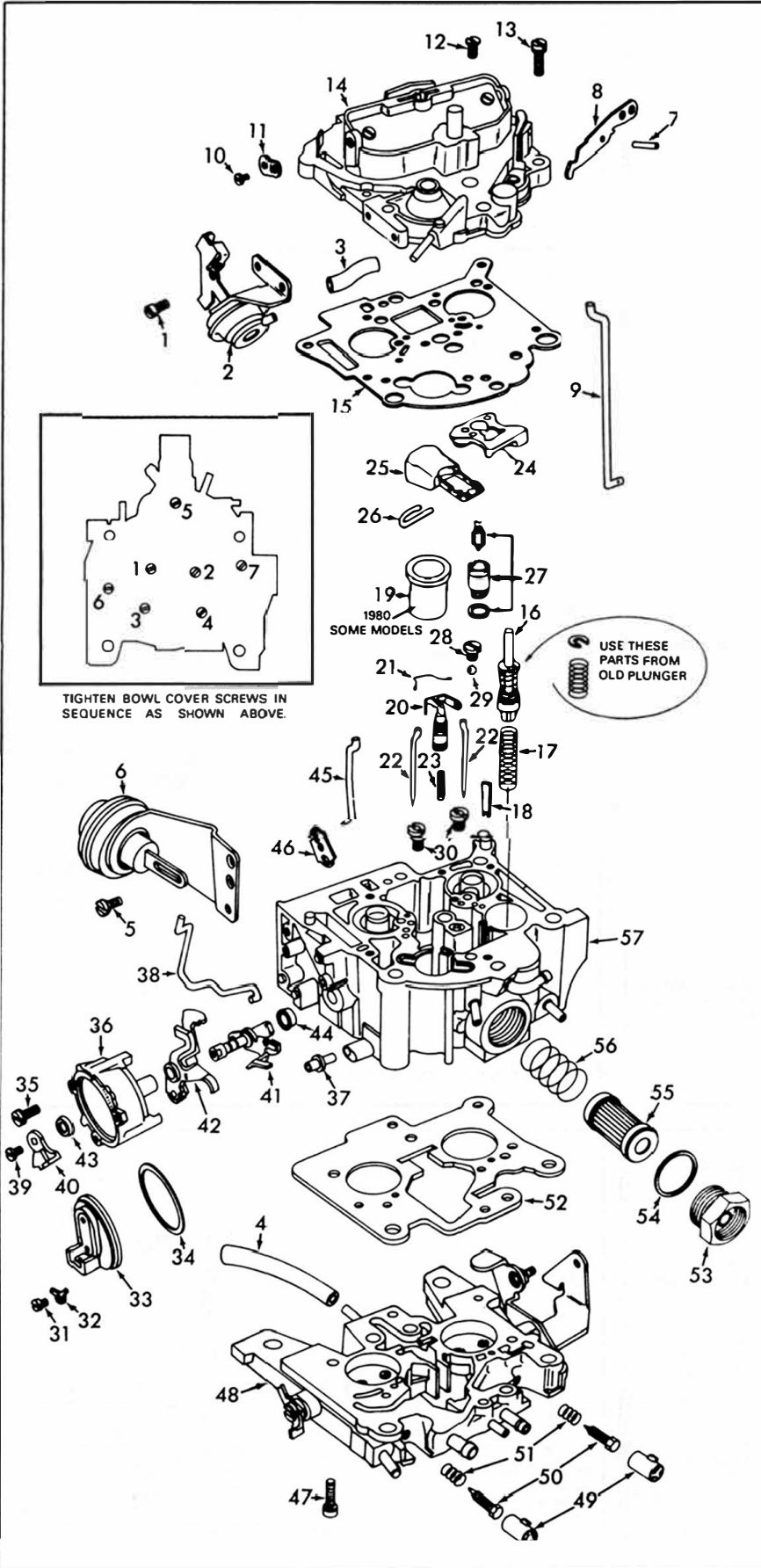
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER - MODEL 210 (M2MC, M2ME)

50-550-6

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE PUMP LEVER (8) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (12) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. CAREFULLY PRY UP ON POWER PISTON ASSY. (20) TO RELEASE PLASTIC LOCK RING HOLDING IT IN PLACE. A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON. NO ATTEMPT SHOULD BE MADE TO READJUST OR REMOVE ADJUSTING SCREW. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS. DO NOT REMOVE BAFFLE PLATE FROM BENEATH CHOKE COIL SPRING. IDLE LIMITER CAPS (49) CAN EASILY BE REMOVED BY BREAKING OFF WITH A PLIERS. NO REPLACEMENT CAPS ARE NECESSARY AS A BARE MIXTURE SCREW IS SUFFICIENT TO INDICATE THAT THE MIXTURE HAS BEEN READJUSTED. TO REMOVE IDLE MIXTURE NEEDLE PLUGS CHECK BELOW. SEE FIG. 9 FOR REMOVAL OF TAMPER RESISTANT CHOKE COVER.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - FRONT VACUUM BREAK	30. JET (2) - MAIN METERING
2. FRONT VACUUM BREAK ASSEMBLY	31. SCREW (3) - CHOKE COVER RETAINER
3. HOSE - FRONT VACUUM BREAK	32. RETAINER (3) - CHOKE COVER
4. HOSE - REAR VACUUM BREAK	33. CHOKE COVER ASSEMBLY
5. SCREW (2) - REAR VACUUM BREAK	34. GASKET - CHOKE COVER (NONE ELECTRIC MODELS)
6. REAR VACUUM BREAK ASSEMBLY	35. SCREW & LKWSHR. - CHOKE HOUSING
7. PIN - PUMP LEVER	36. CHOKE HOUSING ASSEMBLY
8. LEVER - PUMP	37. TUBE - VACUUM PASSAGE
9. ROD - PUMP	38. LINK - REAR VACUUM BREAK
10. SCREW - CHOKE LEVER	39. SCREW - CHOKE COIL LEVER
11. LEVER - CHOKE SHAFT	40. LEVER - CHOKE COIL
12. SCREW (2) - BOWL COVER (TAPERED HEAD)	41. SHAFT ASSY. - INTERMEDIATE CHOKE
13. SCREW & LKWSHR. (5) - BOWL COVER	42. CAM - FAST IDLE
14. BOWL COVER ASSEMBLY	43. SEAL - CHOKE HOUSING SHAFT HOLE
15. GASKET - BOWL COVER	44. SEAL - INTERMEDIATE CHOKE SHAFT
16. PUMP ASSEMBLY	45. ROD - CHOKE
17. SPRING - PUMP	46. LEVER - INTERMEDIATE CHOKE
18. BAFFLE - PUMP WELL	47. SCREW & LKWSHR. (4) - THROTTLE BODY
19. INSERT - ANEROID CAVITY	48. THROTTLE BODY ASSEMBLY
20. POWER PISTON ASSEMBLY	49. CAP (2) - IDLE LIMITER
21. SPRING - METERING ROD	50. NEEDLE - IDLE ADJUSTING
22. METERING ROD (2)	51. SPRING - IDLE ADJUSTING NEEDLE
23. SPRING - POWER PISTON	52. GASKET - THROTTLE BODY
24. INSERT - FLOAT BOWL	53. FILTER NUT - FUEL INLET
25. FLOAT & LEVER ASSEMBLY	54. GASKET - FILTER NUT
26. HINGE PIN - FLOAT	55. FILTER - FUEL
27. NEEDLE, SEAT & GASKET ASSY.	56. SPRING - FILTER
28. PLUG - PUMP DISC BALL	57. FLOAT BOWL ASSEMBLY
29. BALL - PUMP DISC	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS CAUTION: DO NOT SOAK DIAPHRAGM UNITS, SOLENOIDS, FLOAT, ELECTRIC CHOKE OR PARTS CONTAINING RUBBER OR PLASTIC IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

FUEL FILTER (55) BE SURE TO USE FILTER WITH BUILT IN ROLL OVER CHECK VALVE AND WITH CHECK VALVE FACING OUT. TIGHTEN FILTER NUT TO 18 FT. LBS.

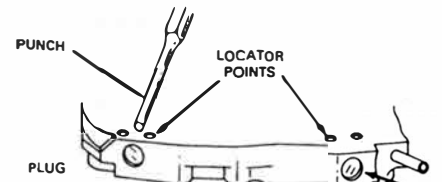
IDLE ADJUSTING NEEDLES (50) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3 - 3½ TURNS.

INTERMEDIATE CHOKE SEALS (44), (43) - SEAL 44 LIP OF SPRING IS FACING OUT AND SEAL 43 LIP OF SEAL IS FACING IN.

CHOKE COVER GASKET (34) - DO NOT USE GASKET WITH ELECTRIC CHOKE COVER.

POWER PISTON AND METERING ROD INSTALLATION. BE CAREFUL TO PROPERLY POSITION METERING RODS IN METERING JETS AND THE PLASTIC RETAINER FOR PISTON IS PROPERLY LOCKED IN PLACE.

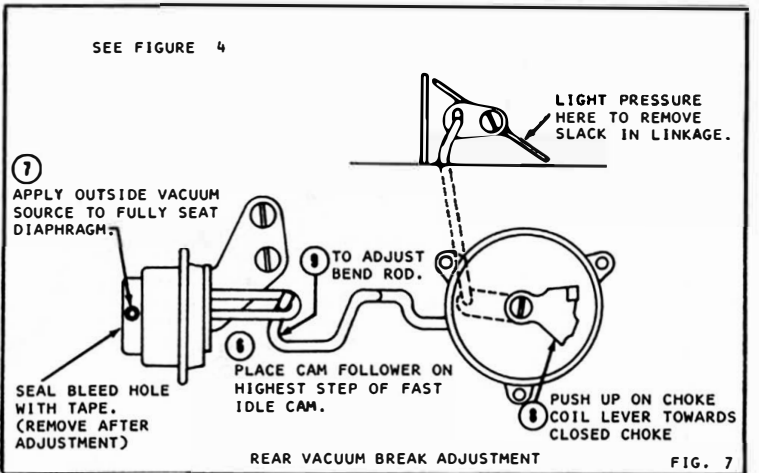
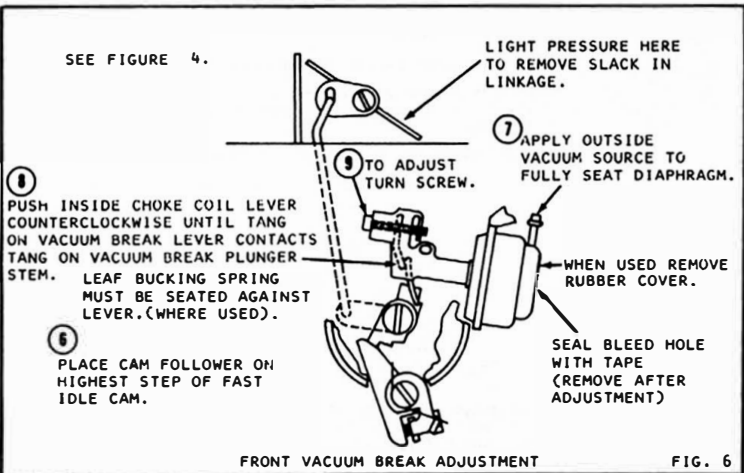
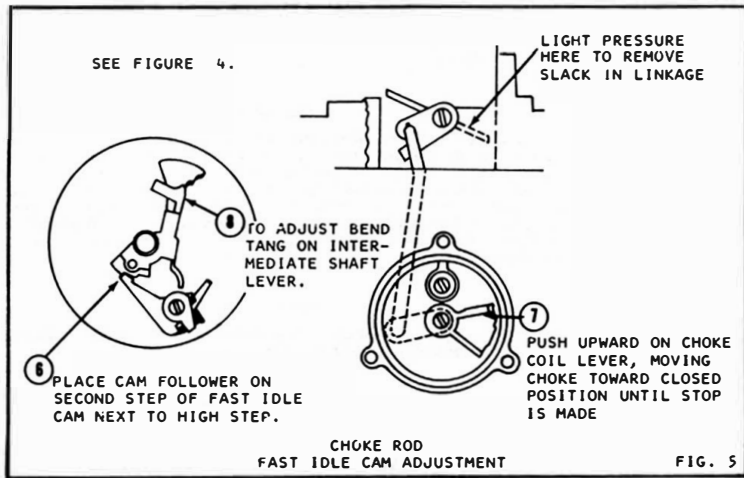
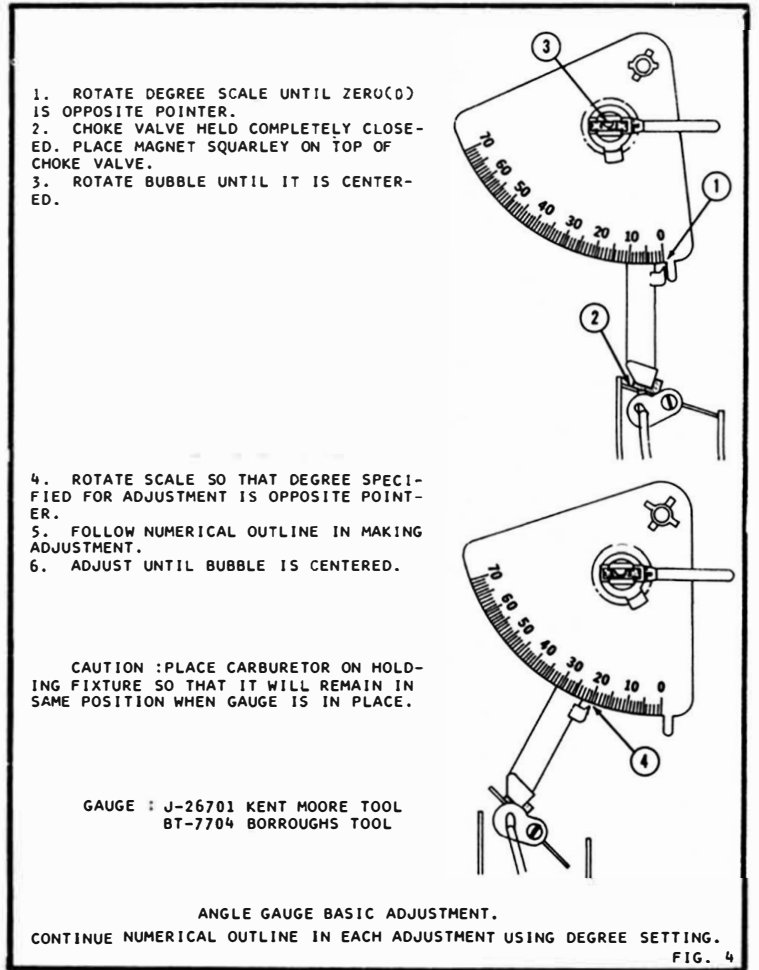
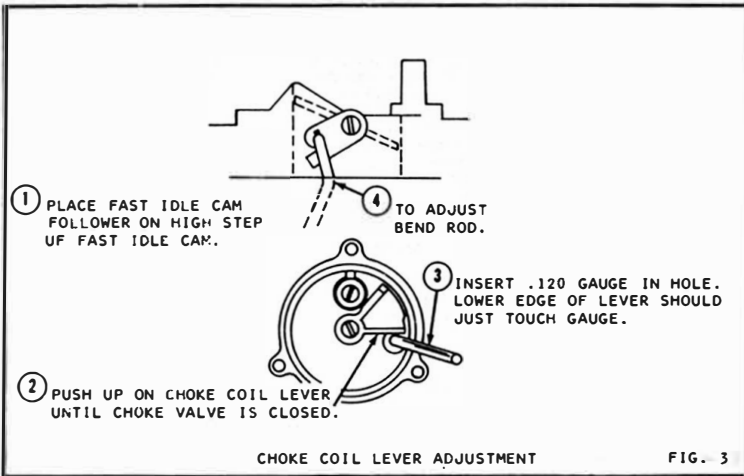
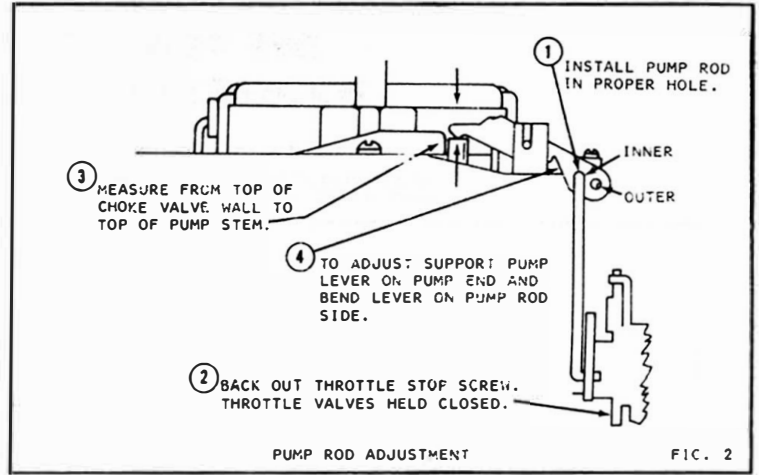
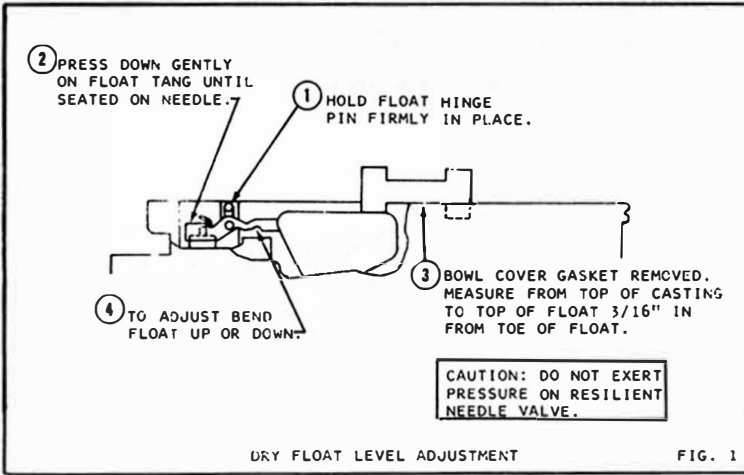
PUMP WELL BAFFLE (18) - SLOT IN BAFFLE GOES TO BOTTOM OF SLOT IN PUMP WELL.



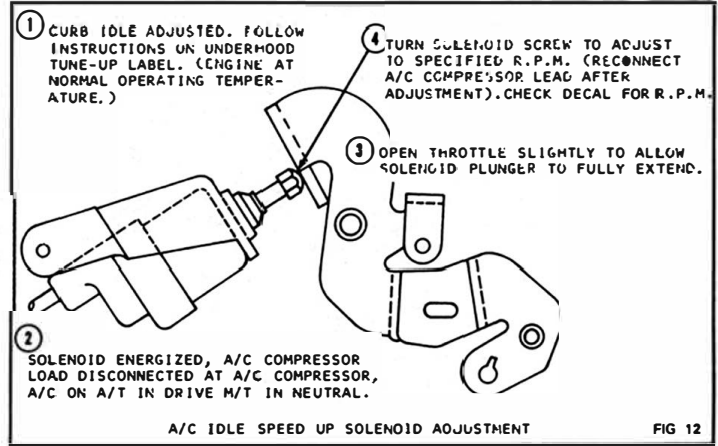
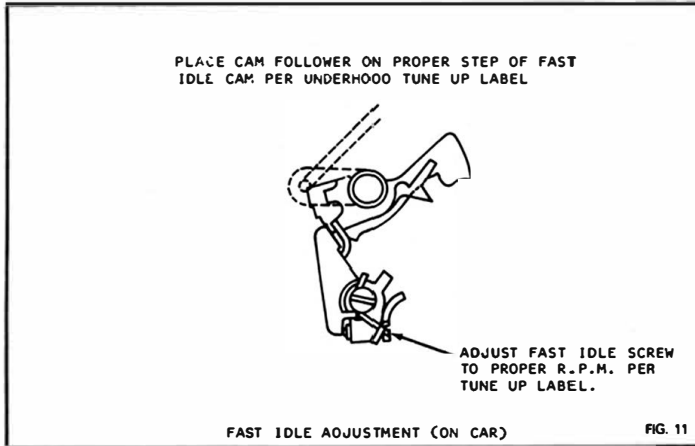
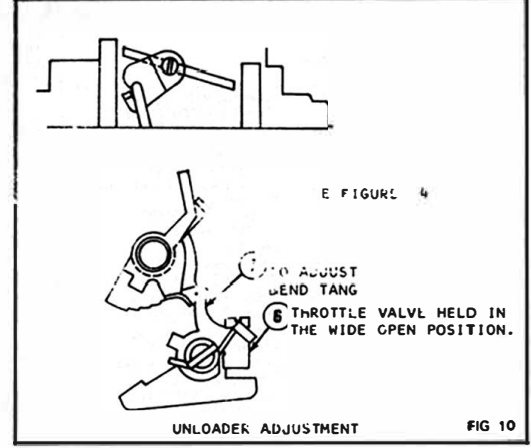
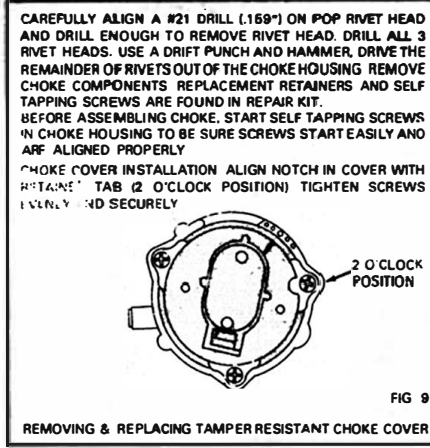
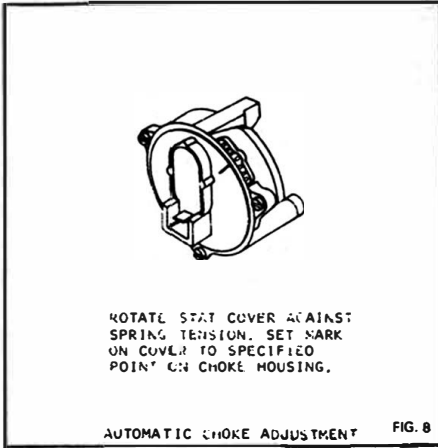
SUPPORT THROTTLE BODY. THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY. BREAK OUT THROTTLE BODY TO GAIN ACCESS TO THE IDLE MIXTURE NEEDLE. DRIVE OUT HARDENED STEEL PLUG COVERING MIXTURE NEEDLE. HARDENED PLUG WILL SHATTER (PLUG WILL NOT BE REPLACED). REMOVE IDLE ADJUSTING NEEDLE USING PROPER DEEP SOCK.

IDLE MIXTURE NEEDLE PLUG REMOVAL

ADJUSTMENTS



ADJUSTMENTS



DATA ADJUSTMENT TABLE

YEAR	MAKE	FLOAT LEVEL SETTING	PUMP ROD LOCATION	PUMP ROD SETTING	FAST IDLE CAM SETTING*		VACUUM BREAK FRONT*	VACUUM BREAK REAR*	AUTO CHOKE SETTING	UNLOADER SETTING*	
1976	Buick 231" Eng. V8 49S	A/T	5/16"	INNER	9/32"	14.5° .074"	21° .117"	19° .103"	2-RICH	50°	350"
		A/T	11/32"	INNER	1/4"	22.5° .128"	25° .142"	32° .195"	2-RICH	33°	203"
1979	Buick 198" Eng. V6	A/T	11/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	36°	220"
		M/T	13/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	36°	220"
	231" Eng. V8 49S	A/M/T	11/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	38°	243"
		A/T	5/16"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	38°	243"
	Carb. No. 17059290 49S	A/T	5/16"	INNER	1/4"	24.5° .139"	23° .129"	21° .117"	1-RICH	42°	277"
		M/T	11/32"	INNER	9/32"	24.5° .139"	23° .129"	21° .117"	1-RICH	42°	277"
	Altitude	A/T	11/32"	INNER	1/4"	24.5° .139"	23° .129"	21° .117"	1-RICH	42°	277"
		M/T	5/16"	INNER	1/4"	24.5° .139"	23° .129"	21° .117"	2-RICH	42°	277"
Calif.	A/T	5/16"	INNER	1/4"	20° .110"	23° .129"	31° .187"	2-RICH	32°	195"	
	A/T	5/16"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"	
1980	Buick 231" Eng. V8 49S	A/T	9/32"	INNER	1/4"	24.5° .139"	22° .123"	20° .110"	N/A	38°	243"
		M/T	11/32"	INNER	1/4"	24.5° .139"	18° .095"	18° .095"	N/A	38°	243"
	Carb. No. 17080190, 192	A/T	9/32"	INNER	1/4"	24.5° .139"	19° .103"	14° .071"	N/A	38°	243"
		M/T	9/32"	INNER	1/4"	14.5° .074"	28.5° .167"	33.5° .207"	N/A	37.5°	238"
17080185, 187, 195	A/T	9/32"	INNER	1/4"	24.5° .139"	19° .103"	14° .071"	N/A	38°	243"	
	A/T	5/16"	INNER	1/4"	14.5° .074"	28.5° .167"	33.5° .207"	N/A	37.5°	238"	
197	285" Eng. V8	A/T	5/16"	INNER	1/4"	14.5° .074"	28.5° .167"	33.5° .207"	N/A	37.5°	238"
		A/T	15/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
1981	Buick V8 231" Eng.	A/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	18° .103"	--	38°	
		M/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	18° .103"	--	38°	
1981	Buick V8 287" Eng.	A/T	9/32"	INNER	5/16"	20° .110"	25° .142"	--	--	38°	
		M/T	9/32"	INNER	9/32"	20° .110"	25° .142"	--	--	38°	
1982	Buick V8 231" Eng.	A/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	19° .103"	--	38°	
		M/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	19° .103"	--	38°	
1983	Carb. No. 17082492, 17083172	A/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	19° .103"	--	38°	
		M/T	9/32"	INNER	1/4"	24.5° .139"	17° .090"	19° .103"	--	38°	
1982	Buick V8 287" Eng.	A/T	9/32"	INNER	5/16"	20° .110"	25° .142"	--	--	38°	
		M/T	9/32"	INNER	9/32"	20° .110"	25° .142"	--	--	38°	
1985-86	Buick V8 3.8L Canada	A/T	9/32"	INNER	9/32"	24.5° .139"	17° .090"	19° .103"	--	38°	
		M/T	9/32"	INNER	9/32"	24.5° .139"	17° .090"	19° .103"	--	38°	
1979	Check Motors	305" Eng. V8	A/T	15/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38° .243"
1980	Chevrolet Motors	Carb. Nos. 17080130, 132, 138	A/T	11/32"	INNER	9/32"	20° .110"	25° .142"	--	N/A	38° .243"
			M/T	9/32"	INNER	9/32"	20° .110"	25° .142"	--	N/A	38° .243"
			A/T	9/32"	INNER	9/32"	20° .110"	25° .142"	--	N/A	38° .243"
1976	Chevrolet 200" Eng. V6	A/T	1/4"	INNER	1/4"	46° .314"	24° .136"	--	INDEX	46° .314"	
		M/T	1/4"	INNER	1/4"	46° .314"	24° .136"	--	INDEX	46° .314"	
1979	Chevrolet 198" Eng. V6	A/T	11/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	36°	220"
		M/T	13/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	35°	220"
	200" Eng. V6	A/T	1/4"	INNER	1/4"	38° .243"	27° .157"	--	INDEX	38°	243"
		M/T	1/4"	INNER	1/4"	38° .243"	27° .157"	--	INDEX	38°	243"
	231" Eng. V8 49S	A/M/T	11/32"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	1-LEAN	38°	243"
		A/T	5/16"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	38°	243"
	Carb. No. 17059190 49S	A/T	5/16"	INNER	1/4"	24.5° .139"	19° .103"	17° .090"	2-RICH	38°	243"
		M/T	11/32"	INNER	9/32"	24.5° .139"	23° .129"	21° .117"	1-RICH	42°	277"
	Altitude	A/T	11/32"	INNER	1/4"	24.5° .139"	23° .129"	21° .117"	1-RICH	42°	277"
		M/T	5/16"	INNER	1/4"	24.5° .139"	23° .129"	21° .117"	2-RICH	42°	277"
	267" Eng. V8 49S	A/M/T	1/4"	INNER	1/4"	38° .243"	28° .164"	--	1-LEAN	38°	243"
		A/T	11/32"	INNER	1/4"	38° .243"	28° .164"	--	2-LEAN	38°	243"
	Carb. No. 17059108, 110	A/T	11/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
		M/T	15/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
	305" Eng. V8 49S	A/T	9/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
		M/T	9/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
	Carb. No. 17059430, 432	A/T	9/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"
M/T		9/32"	INNER	1/4"	38° .243"	27° .157"	--	1-LEAN	38°	243"	
Calif.	A/T	15/32"	INNER	1/4"	38° .243"	28° .171"	--	1-LEAN	38°	243"	
	M/T	15/32"	INNER	1/4"	38° .243"	28° .171"	--	1-LEAN	38°	243"	