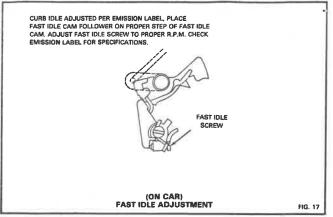


A/C IDLE SPEED ADJUSTMENT W/SOLENOID



ADJUSTMENT DATA TABLE

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM (CHOKE ROD)	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADE
1980	BUICK V6 231" ENG.						
,,,,,,	CARB. NO. 17080540, 0543	3/8"	14.5°	190	23°	9/16	38°
	CARB. NO. 17080542	3/8"	14.59 :	19°	13°	9/16	38°
	CARB. NO. 17080545	3/8"	14.5°	19°	18°	9/16	38°
	BUICK VB 305" ENG.					0,10	"
	CARB. NO. 17080502, 504, 516, 517 BUICK V8 350" ENG.	1/2"	20°	24°	30°	7/8	38°
1981	CARB. NO. 17080553, 554 BUICK V6 231" ENG.	15/32"	17º	25°	35°	1/2	35°
	CARB. NO. 17081242	5/16"	24.5°	17°	15°	9/16	38°
	CARB. NO. 17081243 BUICK V6 252" ENG.	1/4"	24.5°	19°	170	9/16	38°
	CARB. NO. 17081245, 1247, 1248, 1249	3/8"	24.5°	28°	240	5/8	38°
	CARB. NO. 17081289 BUICK V8 307" ENG.	13/32"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081253, 1254	15/32"	14º	25°	36°	1/2	35°
1982	BUICK V6 231" ENG.	0.000	0.000	0.0	4.00		
	CARB. NO. 17082244 CARB. NO. 17082249	9/32" 9/32"	24.5° 24.5°	21° 20°	16° 15°	9/16 9/16	32°
	BUICK V6 252" ENG.						
	CARB. NO. 17082245, 2246	3/8"	24.5°	26°	26°	5/8	32°
	CARB. NO. 17082247, 2248	3/8"	18°	26°	26°	5/8	32°
	BUICK V8 307" ENG.	7/16"	14°	27°	41°	1/2	35°
1980	CADILLAC V8 368" ENG. CARB. NO. 17080530*	17/32"	16°	25°	47°	1/2	40°
1981	CADILLAC V6 252" ENG.		'				
	CARB. NO. 17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
1982	CADILLAC V6 252" ENG.	10/02	17.0		2.4	37.6	55
	CARB. NO. 17082246	3/8"	2450	26°	26°	5/8	32°
	CARB. NO. 17082246 CARB. NO. 17082247	3/8"	24.5° 18°	26°	26°	5/8	32°
		3/0	18	20	20	5/6	32
	CHEVROLET V6 231" ENG. CARB. NO. 17080543	3/8"	14.5°	19°	23°	9/16	38°
	CHEVROLET V8 305" ENG.						
	CARB. NO. 17080502, 504	1/2"	20°	24°	30°	7/8	38°
	CHEVROLET V6 231" ENG.	1/4"	24.5°	19°	17°	9/16	38°
	CHEVROLET V8 305" ENG.				ľ		l
	CARB. NO. 17081202, 1203, 1204, 1207 CHEVROLET V8 350" ENG.	11/32"	20°	26°		7/8	38°
	CARB. NO. 170801216, 1217, 1218	11/32"	20°	26°		7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°		7/8	38°
	OLDSMOBILE V8 305" ENG.						
	CARB. NO. 17080504, 517 OLDSMOBILE V8 350" ENG.	1/2"	20°	24°	30°	7/8	3i8°
	CARB. NO. 17080553, 554 OLDSMOBILE V6 252" ENG.	15/32"	17°	25°	35°	1/2	35°
	CARB. NO. 17081248	3/8"	24.5°	28°.	240	5/8	38°
		13/32"	24.5°	28°	240	5/8	38°
	CARR NO 17081289					J. U	1
	CARB. NO. 17081289 OLDSMOBILE V8 307" ENG.						1
1982		15/32"	14°	25°	36°	1/2	35°
1982	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG.	15/32" 3/8"		25° 26°	36° 26°	1/2 5/8	35°
1982	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246	3/8"	14° 24.5°				
1982	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG.		14°	26°	26°	5/8	32°
	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG.	3/8" 3/8" 7/16"	14° 24.5° 18° 14°	26° 26° 27°	26° 26° 41°	5/8 5/8 1/2	32° 32° 35°
	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V8 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG. CARB. NO. 17080504. 517	3/8" 3/8"	14° 24.5° 18°	26° 26°	26° 26°	5/8 5/8	32° 32°
	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG.	3/8" 3/8" 7/16"	14° 24.5° 18° 14°	26° 26° 27°	26° 26° 41°	5/8 5/8 1/2	32° 32° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 17080553	3/8" 3/8" 7/16"	14° 24.5° 18° 14°	26° 26° 27° 24°	26° 26° 41° 30°	5/8 5/8 1/2 7/8	32° 32° 35° 38° 38°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG. CARB. NO. 17080504, 517 PONTIAC V8 350" ENG.	3/8" 3/8" 7/16" 1/2" 15/32" 7/16"	14° 24.5° 18° 14°	26° 26° 27° 24° 25°	26° 26° 41° 30°	5/8 5/8 1/2 7/8 1/2 5/8	32° 32° 35° 38° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V8 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 17080563 PONTIAC V8 301" ENG.	3/8" 3/8" 7/16" 1/2" 15/32"	14° 24.5° 18° 14° 20° 17°	26° 28° 27° 24° 25°	26° 26° 41° 30° 35°	5/8 5/8 1/2 7/8 1/2 5/8 5/8	32° 32° 35° 38° 35° 35° 35°
980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 17080553 PONTIAC V8 301" ENG. CARB. NO. 17081270	3/8" 3/8" 7/16" 1/2" 15/32" 7/16"	14° 24.5° 18° 14° 20° 17° 14.5°	26° 26° 27° 24° 25°	26° 26° 41° 30° 35° 34°	5/8 5/8 1/2 7/8 1/2 5/8	32° 32° 35° 38° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082248 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC VB 305" ENG. CARB. NO. 17080504, 517 PONTIAC V8 350" ENG. CARB. NO. 17080553 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG.	3/8" 3/8" 7/16" 1/2" 15/32" 7/16" 7/16" 7/16"	24.5° 18° 14° 20° 17° 14.5° 14.5° 18°	26° 28° 27° 24° 25° 24° 24° 24°	26° 26° 41° 30° 35° 34° 40° 34°	5/8 5/8 1/2 7/8 1/2 5/8 5/8	32° 32° 35° 38° 35° 35° 35° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 170805653 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207	3/8" 3/8" 7/16" 1/2" 15/32" 7/16"	14° 24.5° 18° 14° 20° 17° 14.5° 14.5°	26° 26° 27° 24° 25° 24° 24°	26° 26° 41° 30° 35° 34° 40°	5/8 5/8 1/2 7/8 1/2 5/8 5/8	32° 32° 35° 38° 35° 35° 35°
980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V9 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504, 517 PONTIAC V8 350" ENG. CARB. NO. 17080553 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081273 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG.	3/8" 3/8" 7/16" 1/2" 15/32" 7/16" 7/16" 7/16" 11/32"	24.5° 18° 14° 20° 17° 14.5° 14.5° 18°	26° 28° 27° 24° 25° 24° 24° 24°	26° 26° 41° 30° 35° 34° 40° 34°	5/8 5/8 1/2 7/8 1/2 5/8 5/8	32° 32° 35° 38° 35° 35° 35° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V8 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 17080553 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081272 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG. CARB. NO. 17081254	3/8" 3/8" 7/16" 1/2" 15/32" 7/16" 7/16" 11/32" 15/32"	14° 24.5° 18° 14° 20° 17° 14.5° 14.5° 18° 20° 14°	26° 28° 27° 24° 25° 24° 24° 26° 25°	26° 26° 41° 30° 35° 34° 40° 34°	5/8 5/8 1/2 7/8 1/2 5/8 5/8 5/8 7/8	32° 32° 35° 38° 35° 35° 35° 35° 36°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V6 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 170805653 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081273, 1274 PONTIAC V8 307" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG. CARB. NO. 17081264 PONTIAC V6 252" ENG.	3/8" 3/8" 7/16" 1/2" 15/32" 7/16" 7/16" 7/16" 11/32"	14° 24.5° 18° 14° 20° 17° 14.5° 14.5° 18° 20°	26° 26° 27° 24° 25° 24° 24° 24° 26°	26° 26° 41° 30° 35° 34° 40° 34°	5/8 5/8 1/2 7/8 1/2 5/8 5/8 5/8 7/8	32° 32° 35° 38° 35° 35° 35° 35° 35°
1980	OLDSMOBILE V8 307" ENG. CARB. NO. 17081253, 1254 OLDSMOBILE V8 252" ENG. CARB. NO. 17082246 CARB. NO. 17082247 OLDSMOBILE V8 307" ENG. PONTIAC V8 305" ENG. CARB. NO. 17080504. 517 PONTIAC V8 350" ENG. CARB. NO. 17080553 PONTIAC V8 301" ENG. CARB. NO. 17081270 CARB. NO. 17081270 CARB. NO. 17081272 CARB. NO. 17081272 CARB. NO. 17081272 CARB. NO. 17081273, 1274 PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG. CARB. NO. 17081203, 1207 PONTIAC V8 307" ENG. CARB. NO. 17081254	3/8" 3/8" 7/16" 1/2" 15/32" 7/16" 7/16" 11/32" 15/32"	14° 24.5° 18° 14° 20° 17° 14.5° 14.5° 18° 20° 14°	26° 28° 27° 24° 25° 24° 24° 26° 25°	26° 26° 41° 30° 35° 34° 40° 34°	5/8 5/8 1/2 7/8 1/2 5/8 5/8 5/8 7/8	32° 32° 35° 38° 35° 35° 35° 35° 36°

^{*}PUMP ROD LOCATION INNER HOLE OF PUMP LEVER

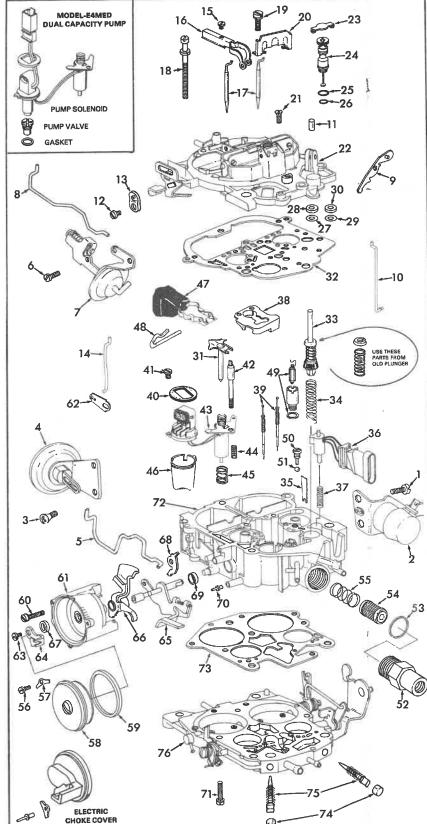
1985 TECHLIT CO.

INSTRUCTION SHEET OFF VEHICLE CARBURETOR SERVICE ROCHESTER MODEL—E4MC, E4ME

50-589-3

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 LEVER (9) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (21) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. COVER (23) HELD IN BY BIVETS. DRILL OUT RIVET HEADS. DISCARD COVER (NOT REPLACEO)BEFORE REMOVING DILE AIR BLEED VALVE (24) TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT VALVE. RECORD FOR PROPER REASSEMBLY. MAIN JETS CAN BE REMOVED WITH PROPER WRENCH. CHOKE COVER HELD ON BY POP RIVETS SEE FIG. 1 FOR REMOVAL PROCEDURE. IDLE NEEDLE FULL GIT4) REMOVAL SEE FIG. 2. BEFORE REMOVING IDLE ADJUSTING NEEDLES (75), TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT NEEDLE. RECORD FOR REASSEMBLY.

NOMENCLATURE					
REF. NO.	REF. NO.				
1. SCREW (2) - SOLENOID 2. SOLENOID - IDLE SPEED 3. SCREW (2) - REAR VAC. BREAK 4. REAR VAC. BREAK 5. CONNECTING ROD - REAR VAC. BREAK 6. SCREW (2) - FRONT VAC. BREAK 7. FRONT VAC. BREAK & HOSE ASSY. 8. CONNECTING ROD - FRONT VAC. BREAK 7. FRONT VAC. BREAK & HOSE ASSY. 8. CONNECTING ROD - FRONT VAC. BREAK 10. LEVER - PUMP 10. ROD - PUMP 11. PLINGER - ACTUATOR 12. SCREW - CHOKE LEVER 13. LEVER - CHOKE LEVER 13. LEVER - CHOKE SHAFT 14. ROD - CHOKE 15. SCREW - SEC. METERING ROD HOLDER 16. HOLDER - SEC. METERING RODS 17. METERING ROD (2) - SECONDARY 18. SCREW & LKWSHR. (2) - BOWL 19. SCREW & LKWSHR. (2) - BOWL 20. BAFILE - AIR 21. SCREW (2) - BOWL COVER 17. AFTERD HEAD) 22. BOWL COVER ASSY. 23. COVER - AIR BLEED 24. VALVE - IDLE AIR BLEED 25. O-RING - LOWER VALVE 26. O-RING - LOWER VALVE 27. RETAINER - PUMP STEM 28. RETAINER - PUMP STEM 29. RETAINER - PUMP STEM 29. RETAINER - PUMP STEM 29. RETAINER - PUMP STEM 21. CASSE - SOLENOID 31. GASKET - BOWL COVER 33. PUMP PLUNGER ASSY. 34. SPRING - PUMP 35. BAFILE - PUMP WELL 36. CHINGT-TIPS DETON SENSOR ASSY. 37. SPRING - TPS 38. INSERT - FLOAT BOWL 39. MAIN METERING DO S SPRING ASSY. (2)	40. GASKET - ECM CONNECTOR TO BOWL COVER 11. SCREW - ECM CONNECTOR 42. SCREW - LEAN MINTURE (SOL. ADJ.) 43. SOLENDID & ECM CONNECTOR ASSY. 44. SPRING - LEAN MINTURE SCREW 45. SPRING - LEAN MINTURE SCREW 46. SPRING - SOLENDID 46. INSERT - WELL 47. FLOAT & LEVER ASSY. 48. HINGE PIN - FLOAT 49. NEEDLE & SEAT ASSY. 50. PLUG - PUMP DISC. 51. BALL - PUMP DISC. 52. FILTER NUT - FUEL INLET 53. GASKET - FILTER NUT 54. FILTER - FUEL 55. SPRING - FILTER NUT 56. RIVET (3) - RETAINER (REPLACE WITH SCREWS) 77. RETAINER (3) - CHOKE COVER 78. CHOKE COVER ASSY. 89. GASKET - CHOKE COVER (NOT USED O ELECTRIC CHOKE) 80. SCREW & WASHER - CHOKE HOUSING 61. CHOKE HOUSING ASSY. 62. LEVER - INTERMEDIATE CHOKE 63. SCREW - STAT COIL 65. SHAFT ASSY - INTERMEDIATE CHOKE 66. CAM - FAST IDLE 67. SEAL - CHOKE HOUSING (SOME MODELS) 68. CAM - SECONDARY LOCKOUT 69. SEAL - INTERMEDIATE CHOKE SHAFT 70. TUBE - VACUUM PASSAGE (SOME MODELS) 71. SCREW & LKWSHR. (3) - THROTTLE BOD' 72. FLOAT BOWL ASSY. 73. GASKET - THROTTLE BOD' 74. PLUG (2)- IDLE NEDLE (NOT REPLAC!				
CLEA	ANING				
CLEANING MUST BE DONE WITH CARBUR ENOUGH TO SOFTEN AND REMOVE ALL CLEANING SOLVENT. MAKE CERTAIN THE T DEPOSITS. RINSE OFF IN SUITABLE SOLVEWITH COMPRESSED AIR AND CHECK CARE OBSCURE AREAS. CAUTION: DO NOT SOA ELECTRIC CHOKE OR PARTS CONTAIN SOLVENTS.	TETOR DISASSEMBLED. SOAK PARTS LON FOREIGN MATERIAL USE A CARBURETO HROTTLE BORES ARE FREE OF ALL CARBONT. BLOW OUT ALL PASSAGES IN CASTING FULLY TO, INSURE THOROUGH CLEANING C KDIAPPRAGM UNITS, SOLENOIDS, FLOA				
REASS REASSEMBLE IN REVERSE ORDER OF DISA	SEMBLY ASSEMBLY. NOTE SPECIAL INSTRUCTIO				

AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (75) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (BASIC SETTING 4 1/2

SEALS INTERMEDIATE CHOKE SHAFT (69), (67) - SEAL (69) INSTALL WITH LIP FACING OUT. SEAL (67) INSTALL WITH LIP FACING IN.

ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (59).

FUEL FILTER (54) - 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.

FLOAT INSTALLATION - INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

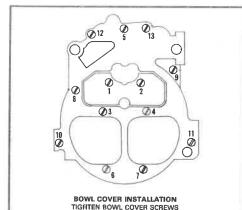
LEAN MIXTURE SCREW (42) - (SOLENOID ADJ.) - TURN MIXTURE CONTROL SCREW IN FLOAT BOWL CLOCKWISE UNTIL LIGHTLY BOTTOMED. THEN BACK OUT 3 1/2 TURNS

IDLE AIR BLEED VALVE (24) - TURN VALVE IN UNTIL LIGHTLY BOTTOMED. THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (IF NOT KNOWN BACK OUT 4 TURNS.)

SEALS (30) (28)— INSTALL WITH LIP OF SEAL FACING UPWARD, LIGHTLY STAKE SEAL RETAINER IN THREE PLACES.

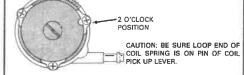
THE COMPUTER COMMAND CONTROL(CCC) FORMERLY (C4) SYSTEM IS A SOPHISTICATED SYSTEM. THE PROCEDURE FOR SETTING THE IDLE AIR BLEED VALVE AND MIXTURE CONTROL SYSTEM MUST BE FOLLOWED EXACTLY. USE THE ENGINE DECAL AND CAR DIV. SERVICE MANUAL PROCEDURE.

ADJUSTMENTS



CAREFULLY ALIGN A #21 DRILL (159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING, REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS, SELITAPPING SCREWS OR POP RIVETS ARE FOUND IN REPAIR KIT.

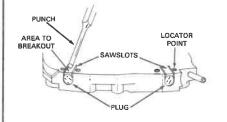
BEFORE ASSEMBLING CHOKE START SELETAPPING SCREWS IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY. CHOKE COVER INSTALLATION, ALIGN NOTCH IN COVER WITH RETAINER TAB (2 O'CLOCK POSITION TIGHTEN SCREWS EVENLY AND SECURELY, 1981 INSTALL RETAINERS AND NEW POP RIVETS TO SECURE CHOKE COVER.



REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER FIG. 1

> PLACE CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM NEXT TO HIGH

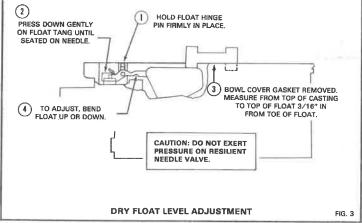
SAW 2 SLOTS AS SHOWN (DO NOT EXTEND MORE THAN 1/8" BEYOND LOCATER POINTS, SUPPORT THROTTLE BODY, THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY. HOLDING PUNCH AT 45° ANGLE BREAK OUT THROTTLE BODY CASTING TO GAIN ACCESS TO THE HARDENED STEELPLUG. HOLD A CENTER PUNCH. VERTICAL DRIVE IT INTO THE STEEL PLUG (HARDENED PLUG WILL BREAK). REMOVE PIECES TO GAIN ACCESS TO IDLE MIXTURE NEEDLE.

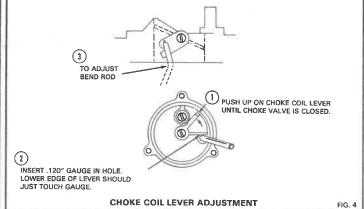


IDLE MIXTURE NEEDLE PLUG REMOVAL

FIG. 2

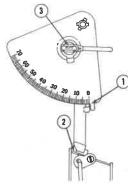
FOLLOW GAUGE SET





CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE. 1. ROTATE DEGREE SCALE UNTIL ZERO (0) 2. CHOKE VALVE HELD COMPLETELY CLOSED (2)

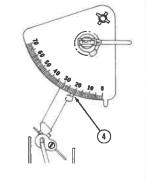
3. ROTATE BUBBLE UNTIL IT IS CENTERED.



4. ROTATE SCALE SO THAT DEGREE

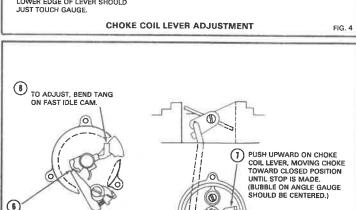
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

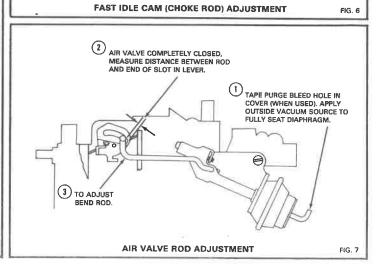
GAUGE J-26701 KENT MOORE TOOL BT-7704 BORROUGHS TOOL

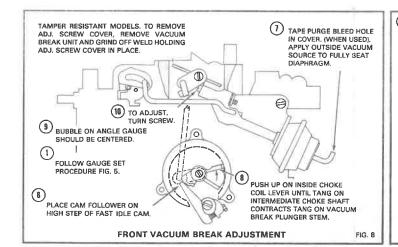


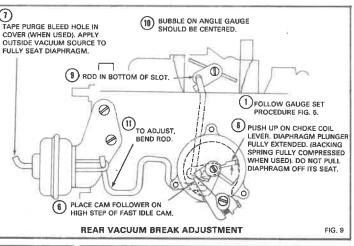
ANGLE GAUGE BASIC ADJUSTMENT

CONTINUE NUMERICAL OUTLINE IN EACH ADJUSTMENT USING DEGREE SETTING. FIG. 5









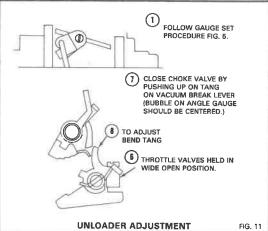
FOLLOW PROCEDURE IN FIG. 9. TO ADJUST USE A 1/8" HEX WRENCH TO TURN SCREW IN REAR COVER. TAMPER RESISTANT MODELS. TO REMOVE ADJ. SCREW COVER REMOVE VACUUM BREAK UNIT AND GRIND OFF ADJ. SCREW CAP. ON DELAY MODELS PLUG END COVER USING AN ACCELERATOR PUMP CUP 2G TYPE . REMOVE CUP AFTER

TO ADJUST

REAR VACUUM BREAK ADJUSTMENT

SCREW. AIR VALVES HELD CLOSED, TURN ADJUSTING SCREW CLOCKWISE UNTIL TORSION SPRING CONTACTS PIN ON AIR VALVE SHAFT. THEN TURN ADDITIONAL SPECIFIED TURNS AND TIGHTEN ALLEN LOCK SCREW. (SEE DATA TABLE) ADJUSTIN SCREW AIR VALVE ALLEN LOCK AIR VALVE SPRING ADJUSTMENT

TO ADJUST LOOSEN ALLEN LOCK



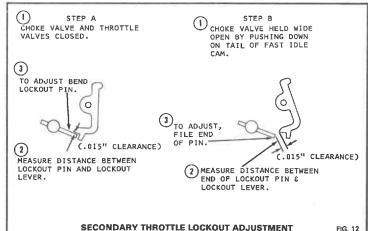


FIG. 9A

FIG. 12

1) CHOKE VALVE WIDE OPEN. FAST IDLE CAM FREE OF CAM FOLLOWER. 4 MEASURE DISTANCE BETWEEN ROD AND SLOT IN LEVERT 2) CURB IDLE SET TO TO ADJUST BEND TANG. .020" CLEARANCE) LEVER AGAINST (ON CAR)
SECONDARY CLOSING ADJUSTMENT

