ROCHESTER PRODUCTS CARBURETORS

SERVICE BULLETIN

CARBURETOR SPECIFICATIONS

ITEM	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET
Carburetor Part No.	7001374	7002050 7003152	7002051	7003060 7003160	7003526	7003863 7003865	7003864	7003986 7004495	7004468
Manufacturers Year	1937-40	1949-51	1950-51	1950-51	1952	1951	1951	1951	1953-54
Carburetor Model	B	B	B	B	BC	B	B	B	B
SAE Flange Size	1¼"	1¼"	1½"	1½"	1½"	1¼"	1½"	1½"	1½"
Bore Diameter	1½"	1½"	1 9/16"	1 9/16"	1 9/16"	1½"	1 9/16"	1 9/16"	1 9/16"
Primary Venturi	17/32"	17/32"	1 11/32"	1 11/32"	1 11/32"	17/32"	1 11/32"	1 11/32"	1 11/32"
Secondary Venturi	9/16"	9/16"	19/32"	19/32"	19/32"	9/16"	19/32"	19/32"	19/32"
Nozzle Restriction	.144"	.144"	.161"	.161"	.152"	.144"	.161"	.152"	.161"
Main Metering Jet—Lean	7002651 .051"	7002650 .050"	7002657 .057"	7002657 .057"	7002656 .056"	7002650 .050"	7002657 .057"	7001860 .055"	7002957 .057"
Main Metering Jet—Std.	7002652 .052"	7002651 .051"	7002658 .058"	7002658 .058"	7002657 .057"	7002651 .051"	7002658 .058"	7002656 .056"	7002958 .058"
Main Metering Jet—Rich	7002653 .053"	7002652 .052"	7002659 .059"	7002659 .059"	7002658 .059"	7002652 .052"	7002659 .059"	7002657 .057"	7002959 .059"
Main Air Bleed	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"
Fuel Valve Seat Diameter	.086"	.086"	.086"	.086"	.086"	.086"	.086"	.086"	.086"
Float Level	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"	(A) 19/32"
Float Drop	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"	(B) 1¾"
Idle Tube Restriction	.093"	.082"	.061"	.061"	.063"	.082"	.061"	.063"	.070"
Idle Bleed	.046"	.046"	.046"	.046"	.028"	.046"	.046"	.028"	.028"
Idle Adjusting Needle	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°
Idle Needle Orifice	.063"	.063"	.067"	.067"	.073"	.063"	.081"	.073"	.073"
Secondary Idle Hole—Lower	.034"	.034"	.031"	.031"	.040"	.034"	.033"	.040"	.042"
Secondary Idle Hole—Center	.031"	.031"	———	———	———	.031"	———	———	———
Secondary Idle Hole—Upper	.028"	.028"	———	———	.028"	.028"	.031"	.028"	.032"
Spark Port	Two—.040"	Two—.040"	Two—.040"	Two—.040"	Two—.040"	Two—.040"	Two—.040"	Two—.040"	Two—.040"
Power Restriction	.030"	.039"	.040"	.041"	.046"	.039"	.040"	.046"	.043"
Power Spring	7002071	7002071	7002366	7002366	7002366	7002071	7002366	7002366	7002366
Spring Color	Zinc Plated	Zinc Plated	Red	Red	Red	Zinc Plated	Red	Red	Red
Pump Jet Orifice	.028"	.028"	.031"	.031"	.031"	.028"	.031"	.031"	.031"
Pump Link (or rod)	7005136	7005136	7005136	7005136	7005136	7005136	7005136	7005136	7005136
CC per 10 Strokes	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16
Choke Coil Setting	———	———	———	———	Index	———	———	———	———
Fuel Valve & Seat Assy.	7002359	7002359	7002359	7002359	7002359	7002359	7002359	7002359	7002359
Air Horn Gasket	7002894	7002894	7002894	7002894	7004480	7004480	7004480	7004480	7004480
Gasket Kit	7001386	7001386	7001386	7001386	7004085	7004595	7004595	7004595	7004595
Repair Kit	7004363	7004363	7004363	7004363	7004363	7004363	7004363	7004363	7004363

NOTE: (A) Use Float Level Setting Gauge M-250 for all Chevrolet carburetors.

NOTE: (B) Use Float Drop Setting Gauge BT-93. Float drop is measured from bottom of gasket surface to bottom of floats with air horn held upright and floats freely suspended.

All tools and gauges are available through United Motor Service Distributors

GO, WD, WDCC, 31, 38.

Printed in U. S. A.

ROCHESTER CARBURETOR SPECIFICATIONS

ITEM	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	CHEVROLET	PONTIAC
Carburetor Part No.	7004475 7004477	7004476	7004478	7004620	7004915 7005942	7005140	7005921 7005982	7005922	7002870
Manufacturers Year	1952-53	1952	1953	1932-52	1953	1954	1954	1954	1951-52
Carburetor Model	B	B	BC	BC	BC	B	BC	BC	BC
SAE Flange Size	1 1/4"	1 1/2"	1 1/2"	1 1/4"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/4"
Bore Diameter	1 1/2"	1 9/16"	1 9/16"	1 1/2"	1 9/16"	1 11/16"	1 9/16"	1 9/16"	1 9/16"
Primary Venturi	17/32"	1 11/32"	1 11/32"	17/32"	1 11/32"	1 15/32"	1 11/32"	1 11/32"	1 5/16"
Secondary Venturi	9/16"	1 9/32"	1 9/32"	9/16"	1 9/32"	1 9/32"	1 9/32"	1 9/32"	3/4"
Nozzle Restriction	.144"	.152"	161"	.125"	.161"	.161"	.161"	.161"	.144"
Main Metering Jet—Lean	7002651 .051"	7002658 .058"	7002957 .057"	7002651 .051"	7002957 .057"	7002964 .064"	7002957 .057"	7002957 .057"	7002957 .057"
Main Metering Jet—Std.	7002652 .052"	7002659 .059"	7002958 .058"	7002652 .052"	7002958 .058"	7002965 .065"	7002958 .058"	7002958 .058"	7002958 .058"
Main Metering Jet—Rich	7001498 .053"	7002660 .060"	7002959 .059"	7001498 .053"	7002959 .059"	7002966 .066"	7002959 .059"	7002959 .059"	7002959 .059"
Main Air Bleed	Two—.028"	Two—.028"	Two—.028"	Two—.028"	Two—.028"	One—.028"	Two—.028"	Two—.028"	Two—.028"
Fuel Valve Seat Diameter	.086"	.086"	.086"	.086"	.086"	.086"	.086"	.086"	.086"
Float Level	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 9/32"	(A) 1 1/4"
Float Drop	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"	(B) 1 3/4"
Idle Tube Restriction	.070"	.063"	.063"	.070"	.063"	.063"	.063"	.063"	.055"
Idle Bleed	.028"	.028"	.028"	.028"	.028"	.028"	.028"	.028"	.028"
Idle Adjusting Needle	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002357 30°	7002857 30°
Idle Needle Orifice	.081"	.073"	.073"	.067"	.073"	.073"	.073"	.073"	.063"
Secondary Idle Hole—Lower	.059"	.040"	.040"	.028"	.040"	.035"	.040"	.040"	.035"
Secondary Idle Hole—Center	———	———	———	.028"	———	———	———	———	———
Secondary Idle Hole—Upper	.036"	.028"	.028"	.028"	.028"	.028"	.028"	.028"	———
Spark Port	Two—.040"	Two—.040"	Four—.050"	Two—.040"	Four—.050"	Two—.040"	Four—.050"	Four—.050"	One—.040"
Power Restriction	.0375"	.048"	.039"	.0375"	.039"	.052"	.039"	.039"	Two—.0265"
Power Spring	7002071	7002366	7002366	7002071	7002366	7002366	7002896	7002896	7002896
Spring Color	Zinc Plated	Red	Red	Zinc Plated	Red	Red	Blue	Blue	Blue
Pump Jet Orifice	.028"	.031"	.031"	.028"	.031"	.031"	.031"	.031"	.028"
Pump Link (or rod)	7005136	7005136	7005136	7005136	7005136	7005136	7005136	7005136	7002878
CC per 10 Strokes	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16	15-19
Choke Coil Setting	———	———	Index	1 Notch Lean	Index	———	Index	2 Notches Lean	Index
Fuel Valve & Seat Assy.	7002359	7002359	7002359	7002359	7002359	7002359	7002359	7002359	7002885
Air Horn Gasket	7004480	7004480	7004480	7004480	7004480	7004480	7004480	7004480	7003191
Gasket Kit	7004595	7004595	7004085	7004085	7004085	7006126	7004085	7004085	7001391
Repair Kit	7004363	7004363	7004363	7004363	7004363	7004363	7004363	7004363	7001392

NOTE: (A) Use Float Level Setting Gauge M-250 for all Chevrolet carburetors.

Use Float Level Setting Gauge BT-46 for Pontiac 7002870 carburetor.

NOTE: (B) Use Float Drop Setting Gauge BT-93. Float drop is measured from bottom of gasket surface to bottom of floats with air horn held upright and floats freely suspended.

BULLETIN 9D-2
Dated 3-1-56
Supersedes 9D-2
Dated 10-1-55

ROCHESTER CARBURETORS
1955 ADJUSTMENT SPECIFICATIONS

CAR MAKE		BUICK*	CADILLAC	CADILLAC	CHEVROLET	CHEVROLET	Oldsmobile	Oldsmobile	PACKARD	PACKARD	PACKARD	PONTIAC	PONTIAC	PONTIAC	PONTIAC
CARB. MODEL (★)		4GC	STD 4GC	ELDORADO 4GC	B-BC*	2G-2GC	2GC	4GC	4GC	Caribbean 4GC (Front)	Caribbean 4GC (Rear)	6 Cyl. BC	20-22, V8 2GC	2700 2GC	2700-2800 4GC
Float Level (A)	dimension	1-35/64"	1-19/32"	1-19/32"	1-19/32"	1-5/32"	1-9/32"	1-⅝"	1-⅝"	1-⅝"	1-⅝"	1-19/32"	1-5/32"	1-15/64"	1-19/32"
	gauge	BT-117	BT-101	BT-101	M-250	BT-107	BT-109	BT-89	BT-89	BT 09	BT-89	M-250	BT-107	BT-105	BT-101
Float Drop † (B)	dimension	2¼"	2¼"	2¼"	1¾"	1-29/32"	1-29/32"	2¼"	2¼"	2¼"	2¼"	1¾"	1-29/32"	1-29/32"	2¼"
Pump Rod	dimension	(G) 1-3/32"	(G) 63/64"	(G) 1-1/16"	——	(D) 15/16"	(D) 15/16"	(C) 1-1/16"	(G) 1-3/32"	(G) 1-3/32"	(G) 1-3/32"	——	(D) 15/16"	(D) 15/16"	(C) 1-1/16"
	gauge	Scale	Scale	Scale		BT-107	BT-109	Scale	Scale	Scale	Scale		BT-107	BT-105	Scale
Idle Vent	dimension	——	.063 (E)	.063 (E)	——	——	.020 (E)	.040 (F)	.040 (F)	.040 (F)	.040 (F)	——	——	——	——
	gauge	——	BT-79	BT-79			BT-67	BT-67	BT-67	BT-119	BT-119				
Automatic Choke setting		Index	Index	Index	Index	Index	Index	Index	Index	Index	Index	Index	Index	Index	Index
Choke Rod (G)	dimension	.140"	.040"	.040"	.076"	.089"	.040"	.052"	.052"	.052"	.035"	.076	089	.053"	.052"
	gauge	BT-115	BT-102	BT-102	BT-99	BT-108	BT-110	BT-68	BT-68	BT-120	BT-121	BT-99	BT-108	BT-106	BT-68
Unloader (H)	dimension	.115"	.125"	.125"	.230"	23/64"	9/64"	.115"	.115"	.150"	.150"	.230	23/64"	.163"	.115"
	gauge	BT-115	BT-102	BT-102	BT-99	BT-108	BT-110 (K)	BT-90	BT-90	BT-119	BT-119	BT-99	BT-108	BT-106	BT-90
Fast Idle (J)	dimension	.020"	.020"	.020"	——	——	.020	.024"	.024"	.020"	.030"	——	——	——	.024"
	gauge	BT-118	BT-67	BT-67			BT-67	BT-90	BT-90	BT-120	BT-121				BT-90
	rpm	1700	1700	2000			1700	1700	1700	1850	2300				1700
Secondary Lockout dim.		.015"	.015"	.015"	——	——	——	.015"	.015"	.015"	.015"	——	——	——	.015"
Secondary Contour dim.		.015"	.015"	.015"	——	——	——	.030"	.015"	.015"	.015"	——	——	——	.015"
Slow Idle RPM		450 "DR."	400 "DR."	480 "DR."	425 Dr.	425 Dr.	400 Dr.	400 Dr.	400-Dr.	400 Dr.	400-Dr.	425 Dr.	425 Dr.	400 Dr.	400 Dr.
Parts & Adj. Bulletin		9C-100	9C-205	9C-206	9C-308, 9, 10	9C-311, 13	9C-505	9C-506	9C-700	9C-701	9C-701	9C-600C	9C-601C	9C-601	9C-602

(A) Air horn inverted, gasket in place
(B) Air horn upright, gasket in place
(C) Top of cover to bottom of pump shaft
(D) Top of cover to top of pump shaft
(E) Idle Vent just closed
(F) Idle vent 1/64" open
(G) Fast idle screw on 2nd step of cam, next to high step
(H) Throttle valves wide open
(J) Fast idle screw on high step of cam
(K) Split throttle lever; index idle screw at one turn open from dead closed

*Special Adjustments for Buick only, Starter Switch and Damper Valve—See Parts Adj. Bulletin 9C-100 for procedure.

†Use Gauge BT-93 or scale

(★) B—Single-Jet Manual Choke
BC—Single-Jet Automatic Choke
2G—2-Jet Manual Choke
2GC—2-Jet Automatic Choke
4GC—4-Jet Automatic Choke

REF. U.S. 9D-2, 3-1-56 —— WR. WD. 6-8

BULLETIN 9D-2
Dated 3-1-56
Supersedes 9D-2
Dated 10-1-55

ROCHESTER CARBURETORS
1956 ADJUSTMENT SPECIFICATIONS

CAR MAKE		BUICK*	CADILLAC	CHEVROLET	CHEVROLET	CHEVROLET	Oldsmobile	Oldsmobile	PACKARD	PACKARD Caribbean 4GC (Front)	PACKARD Caribbean 4GC (Rear)	PONTIAC 6 Cyl. BC	PONTIAC 20-22, V8 2G-2GC	PONTIAC 27 2GC	PONTIAC 27-28 4GC
CARB. MODEL ★		4GC	4GC	B-BC	2G-2GC	4GC	2GC	4GC	4GC						
Float Level (A)	dimension	1-35/64"	1-19/32"	1-9/32"	1-1/4"	1-5/8"	1 7/16"	1-5/8"	1-5/8"	1-5/8"	1-5/8"	1-9/32"	1-1/4"	1-15/64"	1-19/32"
	gauge	BT-117	BT-101	M-250	BT-129	BT-89	BT-125	BT-89	BT-89	BT-89	BT-89	M-250	BT-129	BT-130	BT-101
Float Drop† (B)	dimension	2 1/4"	2 1/4"	1 3/4"	1-29/32"	2 1/4"	2"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	1 3/4"	1-29/32"	1-29/32"	2 1/4"
Pump Rod	dimension	(C) 1-3/32"	(C) 29/32"	—	57/64"	1-1/16"	3/16"	(C) 1-1/16"	(C) 1-1/16"	(C) 1-3/32"	(C) 1-1/16"	—	57/64"	(D) 57/64"	(G) 61/64"
	gauge	Scale	Scale	—	BT-129	Scale	BT-126	Scale	Scale	Scale	Scale	—	BT-129	BT-130	Scale
Idle Vent	dimension	—	.063 (E)	—	—	—	3/32"	.063 (E)	—	—	—	—	—	—	.063
	gauge	—	BT-79	—	—	—	Scale (F)	BT-79	—	—	—	—	—	—	BT-79
Automatic Choke setting		Index	Index	Index	Index	1 notch lean	1 notch rich	1 notch lean	1 notch lean	Index	Index	Index	Index	Index	Index
Choke Rod (G)	dimension	.140	.040	.076	.089	.043	.073"	.052	.052	.052	.052"	.076	.089	.061	.052
	gauge	BT-115	BT-102	BT-99	BT-108	BT-131	BT-127	BT-68	BT-68	BT-120	BT-120	BT-99	BT-108	BT-128	BT-68
Unloader (F)	dimension	.115	.125	.230	.360	.235	.155	.115	.115	.150	.150	.230	.360	.163	.115
	gauge	BT-115	BT-102	BT-99	BT-108	BT-131	BT-127 (K)	BT-90	BT-90	BT-119	BT-119	BT-99	BT-108	BT-128	BT-90
Fast Idle (H)	dimension	.020	.020	—	—	—	.024	.024	.024	.020	.030	—	—	—	.024
	gauge	BT-118	BT-67	—	—	—	BT-90	BT-90	BT-90	BT-120	BT-121	—	—	—	BT-90
	rpm	1700	1700	—	—	—	1700	1500	1700	1850	2300	—	—	—	1700
Secondary Lockout	dim.	.015	.015	—	—	.015	—	.015	.015	.015	.015	—	—	—	.015
Secondary Contour	dim.	.015	.015	—	—	.015	—	.030	.015	.015	.015	—	—	—	.015
Slow Idle RPM		450 "DR."	420 "DR."	425 "DR."	425 Dr.	425 Dr.	400 Dr.	400 Dr.	400-Dr.	400 Dr.	400-Dr.	425 "DR."	425 Dr.	400 Dr.	400 Dr.
Adj. Bulletin		9D-4GC	9D-4GC	9D-B&BC	9D-2GCS 9, 10	9D-4GC 13	9D-2GCC	9D-4GC	9D-4GC	—	—	9D-B&BC	9D-2GCS 9, 10	9D-2GCS	9D-4GC

(A) Air horn inverted, gasket in place
(B) Air horn upright, gasket in place
(C) Top of cover to bottom of pump shaft
(D) Top of cover to top of pump shaft
(E) Idle Vent just closed
(F) Valve seat to nearest edge of valve
(G) Fast idle screw on 2nd step of cam, next to high step
(H) Throttle valves wide open
(J) Fast idle screw on high step of cam
(K) Split throttle lever; index idle screw at one turn open from dead closed

*Special Adjustments for Buick only, Starter Switch and Damper Valve—See Parts Adj. Bulletin 9C-100 for procedure.

†Use Gauge BT-93 or scale

★ B—Single-Jet Manual Choke
BC—Single-Jet Automatic Choke
2G—2-Jet Manual Choke
2GC—2-Jet Automatic Choke
4GC—4-Jet Automatic Choke

REF. U.S. 9D-2, 3-1-56 --- WR-WD - 6-8

ROCHESTER CARBURETOR SPECIFICATIONS

ITEM	OLDSMOBILE	OLDSMOBILE	CADILLAC	CADILLAC		CADILLAC		CADILLAC		CADILLAC		OLDSMOBILE	
Carburetor Part No.	7001570 7002570	7002900	7004200	HYDRAMATIC 7004500		HYDRAMATIC 7005100		DYNA-FLOW 7006215		HYDRAMATIC 7006220-7006221		HYDRAMATIC 7004300	
Manufacturers Year	1949-50	1951	1951	1952		1953		1953		1954		1952	
Carburetor Model	AA	BB	BB	4GC		4GC		4GC		4GC		4GC	
SAE Flange Size	1¼" Dual	1¼" Dual	1¼" Dual	1½" 4 Bore		1½" 4 Bore		1½" 4 Bore		1½" 4 Bore		1½" 4 Bore	
Bore Diameter	17/16"	17/16"	17/16"	15/16"		15/16"		15/16"		15/16"		15/16"	
				Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary
Primary Venturi	13/16"	1 1/16"	13/32"	1"	1 1/16"	1"	1 1/16"	1"	1 1/16"	1"	1 1/16"	1 1/64"	1 1/64"
Secondary Venturi	1 1/32"	9/16"	9/16"	¼"	¼"	¼"	¼"	¼"	¼"	¼"	¼"	¼"	¼"
Main Metering Jet—Lean	7001498 .053"	None	7002645 .045"	7002651 .051"	None	7002648 .048"	None	7002647 .047"	None	7002647 .047"	None	7002650 .050"	None
Main Metering Jet—Std.	7001607 .054"	7002951 .051"	7002646 .046"	7002652 .052"	7002664 .064"	7002649 .049"	7002660 .060"	7002648 .048"	7002660 .060"	7002648 .048"	7002664 .064"	7002651 .051"	7002661 .061"
Main Metering Jet—Rich	7001860 .055"	None	7002647 .047"	None	None	———	———	———	———	———	———	———	———
Main Well Air Bleed	.035"	.040"	.040"	.028"	.028"	.032"	.028"	.032"	.028"	.032"	.028"	.028"	.035"
Nozzle Height Clearance	———	———	———	.130"-.140"	.130"-.140"	.100"-.112"	.100"-.112"	.100"-.112"	.100"-.112"	.100"-.112"	.100"-.112"	.100"-.112"	.100"-.112"
Fuel Valve Seat Diameter	.096"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"
Float Level	(A) 23/32"	(A) 1 1/8"	(A) 1 1/8"	(A) 1¾"	(A) 1¾"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 19/32"	(A) 1 19/32"	(A) 1⅜"	(A) 1⅜"
Float Drop	(C)	(B) 1¾"	(B) 1¾"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 2¼"	(B) 1 15/16"	(B) 1 15/16"
Idle Tube Orifice	.025"	.032"	.045"	.029"	.026"	.026"	.026"	.026"	.026"	.026"	.026"	.029"	.026"
Idle Air Bleed—Top	.039" & .067"	.035"	.054"	.038"	.046"	.046"	.046"	.046"	.046"	.046"	.046"	.028"	.046"
Idle Air Bleed—Side	———	———	———	None	.040"	None	.040"	None	.040"	None	.040"	.030"	.040"
Bleed Tube—(Below Venturi)	———	———	———	Drill .040"	.040"	Drill .031"	.040"	Drill .031"	.040"	Drill .031"	.040"	.040"	.040"
Idle Adjusting Needle	7001669 20°	7001669 20°	7003184 20°	7004402 10°	———	7004402 10°	———	7004402 10°	———	7004402 10°	———	7004402 10°	———
Idle Needle Orifice	.052"	.0625"	.067"	.040"	———	.046"	———	.046"	———	.046"	———	.040"	———
Secondary Idle Hole—Lower	.040"	.031"	.040"	.031"	.028"	.033"	.028"	.033"	.028"	.033"	.028"	.031"	.028"
Secondary Idle Hole—Center	———	.025"	———	———	———	———	———	———	———	———	———	———	———
Secondary Idle Hole—Upper	.036"	.025"	.040"	———	———	.026"	———	.026"	———	.026"	———	.029"	———
Spark Port	One—.040"	One—.040"	One—.040"	Two—.040"	———	Four—.070"	———	Four—.070"	———	Four—.070"	———	Two—.040"	———
Power Restriction	.0334"	.054"	.046"	.025"	———	.038"	———	.038"	———	.038"	———	.031"	———
Power Spring	Integral	7002896	7002897	7002366	———	7002897	———	7002897	———	Integral	———	7002897	———
Spring Color	———	Blue	Green	Red	———	Green	———	Green	———	———	———	Green	———
Pump Jets	7001570 .026"	.031"	.026"	.0225"	———	.024"	———	.024"	———	.024"	———	.029"	———
Pump Jets	7002570 .024"												
CC per 10 Strokes	13-16	16-18	16-19	13.5-16.5	———	13.5-16.5	———	13.5-16.5	———	13.5-16.5	———	18.5-21.5	———
Choke Coil Setting	Index	Index	Index	1 Notch Rich	———	1 Notch Rich	———	2 Notches Rich	———	Index	———	Index	———
Fuel Valve & Seat Assy.	7001846	7001395	7001398	7004779	7004779	7004779	7004779	7004779	7004779	7006376	7006376	7004682	7004682
Air Horn Gasket	7001676	7003082	7003082	7004301	———	7004301	———	7004301	———	7006061	———	7004301	———
Gasket Kit	7001849	7001393	7001393	7004690	———	7004690	———	7004690	———	7006135	———	7004690	———
Repair Kit	See Note (D)	7001390	7001399	7004691	———	7005588	———	7005588	———	7006375	———	7005592	———

NOTE: (A) USE PROPER FLOAT LEVEL SETTING GAUGE

1—Oldsmobile 1949—7001570	Gauge BT-17
2—Oldsmobile 1950—7002570	Gauge BT-35
3—All Model BB Carburetors	Gauge BT-51
4—Cadillac 1952—7004500	Gauge BT-85
5—Cadillac 1953—7005100 & 7006215	Gauge BT-87
6—Cadillac 1954—7006220 & 7006221	Gauge BT-101
7—Oldsmobile 1952—7004300	Gauge BT-66

NOTE: (B) Use Float Drop Setting Gauge BT-93. Float drop measured from bottom of gasket surface to bottom of floats with air horn held upright and floats freely suspended

NOTE: (C) Model "AA" Float Drop—with bowl cover upright and float freely suspended, adjust float drop so that the bottom of float is ⅛" above the extended power stem tip.

NOTE: (D) Use Repair Kit 7001353 for 7001570 Carburetor
Use Repair Kit 7001376 for 7002570 Carburetor

ROCHESTER CARBURETOR SPECIFICATIONS

ITEM	OLDSMOBILE		OLDSMOBILE		OLDSMOBILE		OLDSMOBILE		OLDSMOBILE		OLDSMOBILE	
Carburetor Part No.	SYNCHRO-MESH 7004800		HYDRAMATIC 7005600		SYNCHRO-MESH 7005700		DYNA-FLOW 7006250		HYDRAMATIC 7005900		SYNCHRO-MESH 7006000	
Manufacturers Year	1952		1953		1953		1953		1954		1954	
Carburetor Model	4GC		4GC		4GC		4GC		4GC		4GC	
SAE Flange Size	1½" 4 Bore		1½" 4 Bore		1½" 4 Bore		1½" 4 Bore		1½" 4 Bore		1½" 4 Bore	
Bore Diameter	15/16"		15/16"		15/16"		15/16"		15/16"		15/16"	
	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary
Primary Venturi	1 1/64"	1 1/64"	1 1/64"	57/64"	1 1/64"	57/64"	1 1/64"	57/64"	1 1/64"	57/64"	1 1/64"	57/64"
Secondary Venturi	1/4"	25/32" O.D. Rest.	1/4"	1/4"	1/4"	1 1/16" O.D. Rest.	1/4"	1/4"	1/4"	1/4"	1/4"	1 1/16" O.D. Rest
Main Metering Jet—Lean	7002650 .050"	None	7002648 .048"	None	7002648 .048"	None	7002648 .048"	None	7002648 .048"	None	7002648 .048"	None
Main Metering Jet—Std.	7002651 .051"	7002643 .043"	7002649 .049"	7002656 .056"	7002649 .049"	7002648 .048"	7002649 .049"	7002656 .056"	7002649 .049"	7002649 .049"	7002649 .049"	7002639 .039"
Main Metering Jet—Rich	———	———	———	———	———	———	———	———	———	———	———	———
Main Well Air Bleed	.028"	.035"	.032"	.035"	.032"	.035"	.032"	.035"	.032"	.035"	.032"	.035"
Nozzle Height Clearance	.100"-.112"	.100"-.112"	.114"-.126"	.100"-.112"	.114"-.126"	.100"-.112"	.114"-.126"	.100"-.112"	.094" .106"	.094" .106"	.094" .106"	.094" .106"
Fuel Valve Seat Diameter	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"	.101"
Float Level	(A) 1 3/8"	(A) 1 3/8"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 9/16"	(A) 1 5/8"	(A) 1 5/8"	(A) 1 5/8"	(A) 1 5/8"
Float Drop	(B) 1 15/16"	(B) 1 15/16"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"	(B) 2 1/4"
Idle Tube Orifice	.029"	.026"	.028"	.026"	.028"	.026"	.028"	.026"	.030"	———	.030"	———
Idle Air Bleed—Top	.028"	.046"	.028"	.046"	.028"	.046"	.028"	.046"	.034"	———	.034"	———
Idle Air Bleed—Side	.030"	.040"	.030"	.040"	.030"	.040"	.030"	.040"	.034"	———	.034"	———
Bleed Tube—(Below Venturi)	.040"	.040"	.046"	.040"	.046"	.040"	.046"	.040"	.040"	———	.040"	———
Idle Adjusting Needle	7004402 10°	———	7004402 10°	———	7004402 10°	———	7004402 10°	———	7004402 10°	———	7004402 10°	———
Idle Needle Orifice	.040"	———	.040"	———	.040"	———	.040"	———	.040"	———	.040"	———
Secondary Idle Hole—Lower	.031"	.028"	.033"	.028"	.033"	.028"	.033"	.028"	.031"	———	.031"	———
Secondary Idle Hole—Center	———	———	———	———	———	———	———	———	———	———	———	———
Secondary Idle Hole—Upper	.029"	———	.026"	———	.026"	———	.026"	———	.026"	———	.026"	———
Spark Port	Two—.040"	———	Two—.040"	———	Two—.040"	———	Two—.040"	———	Two—.070"	———	Two—.070"	———
Power Restriction	.031"	———	.031"	———	.028"	———	.031"	———	.030"	———	.030"	———
Power Spring	7002897	———	7002897	———	7002897	———	7002897	———	Integral	———	Integral	———
Spring Color	Green	———	Green	———	Green	———	Green	———	———	———	———	———
Pump Jets	.029"	———	.026"	———	.026"	———	.026"	———	.026"	———	.026"	———
CC per 10 Strokes	18.5-21.5	———	18.5-21.5	———	18.5-21.5	———	18.5-21.5	———	18.5-21.5	———	18.5-21.5	———
Choke Coil Setting	1 Notch Lean	———	Index	———	1 Notch Lean	———	Index	———	Index	———	1 Notch Lean	———
Fuel Valve & Seat Assy.	7004682	7004682	7004682	7004682	7004682	7004682	7004682	7004682	7006134	7006134	7006134	7006134
Air Horn Gasket	7004301	———	7004301	———	7004301	———	7004301	———	7006061	———	7006061	———
Gasket Kit	7004690	———	7004690	———	7004690	———	7004690	———	7006135	———	7006135	———
Repair Kit	7005592	———	7005592	———	7005592	———	7005592	———	7006133	———	7006133	———

NOTE: (A) USE PROPER FLOAT LEVEL SETTING GAUGE
1—Oldsmobile 1952—7004800 Gauge BT-66
2—Oldsmobile 1953—7005600-7005700-7006250 Gauge BT-87
3—Oldsmobile 1954—7005900-7006000 Gauge BT-89

NOTE: (B) Use Float Drop Setting Gauge BT-93. Float drop is measured from bottom of gasket surface to bottom of floats with air horn held upright and floats freely suspended.

ALL TOOLS AND GAUGES FOR ROCHESTER PRODUCTS CARBURETORS AS LISTED ARE AVAILABLE THROUGH UNITED MOTORS SERVICE DISTRIBUTORS.

BULLETIN 9D-1A
Date 3-1-56
FIRST ISSUE

1955
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		BUICK		CADILLAC				CHEVROLET						
APPLICATION		50-60-70		All Std.		"Eldorado"		Powerglide 6-Cyl.	Syncromesh 6-Cyl.	Powerglide V-8-Early	Powerglide V-8 Late	Syncromesh V-8-Early	Syncromesh V-8 Late	Truck V-8
CARBURETOR MODEL ★		4GC		4GC		4GC		BC	BC	2GC	2GC	2GC	2GC	2GC
CARBURETOR PART NO.		7006200		7007970-71		7007240-41								7006770
		7009100		7009070-71		7007942		7007180	7007181	7005810	7008004	7006825	7008005	7007171
		Prim.	Sec.	Prim.	Sec.	Prim.	Sec.							7008399
Large Venturi		1-3/16"	1 ¼"	1"	1-3/16"	1"	1-3/16"	1-11/32"	1-11/32"	1-3/32"	1-3/32"	1-3/32"	1-3/32"	1-3/32"
Small Venturi		⅛"	¼"	¼"	¼"	¼"	¼"	19/32"	19/32"	⅛"	⅛"	⅛"	⅛"	⅛"
Bore		1-7/16"	1-7/16"	1-5/16"	1-7/16"	1-5/16"	1-7/16"	1-9/16"	1-9/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.055	.078	.049	.073	.049	.064	.057	.057	.052	.051	.053	.052	.053
Nozzle Clearance		.106	.106	.106	.106	.106	.106	—	—	.106	zero	.106	zero	zero
Main Well Vent		.026	.035	.032	.028	.032	.028	—	—	.028	.028	.028	.028	.032
Power Restrictions		.043	—	.038	—	.025	—	.036	.036	.037	.0335	.037	.0335	.031
Idle Tube Restrictions		.027	.026	.031	.026	.031	.026	.065	.065	.028	.028	.030	.030	.029
Cluster Top Bleed		.035	.048	.052	.052	.052	.052	—	—	.036	.036	.032	.032	.032
" Side Bleed		.030	.040	—	—	—	—	—	—	.028	.028	.036	.036	.036
" Crossover Channel		—	—	—	—	—	—	—	—	.125	.125	.125	.125	.125
" Channel Restriction		—	—	.057	—	.057	—	—	—	.036	.038	.036	.038	.035
Lower Idle Bleed		.036	.081	.031	.040	.031	.040	—	—	—	—	—	—	—
Idle Needle Hole		.046	—	.040	—	.040	—	.073	.073	.040	.040	.040	.040	.040
Sec. Discharge Holes	Lower	.026	—	.038	—	.038	—	.040	.040	.0285	.0285	.028	.028	.028
	Middle	.028	—	—	—	—	—	—	—	.0265	.0265	.026	.026	.026
	Upper	.028	—	.027	—	.027	—	.028	.028	.0325	.0325	.028	.028	.028
Throttle Body Idle Restrictions	Primary	.048	—	—	—	—	—	—	—	—	—	—	—	—
	Center	.020	—	—	—	—	—	—	—	—	—	—	—	—
	Secondary		.020	—	—	—	—	—	—	—	—	—	—	—
Supplementary Idle Ports:														
Primary		.025	—	—	—	—	—	—	—	—	—	—	—	—
Secondary (1)			.025	—	—	—	—	—	—	—	—	—	—	—
Secondary (2)														
Spark Drillings		.080	—	.070	—	.070	—	.050	.050	.040	.040	.040	.040	.040
Choke Restriction:	Channel	.125	—	.096	—	.086	—	.089	.101	.089	.089	.089	.089	—
	Bypass	.042	—	—	—	—	—	—	—	.040	.040	.040	.040	—
Choke Piston Restrictions	(1)	.032	—	—	—	—	—	.046	.035	.035	.035	.035	.035	—
	(2)		—	—	—	—	—	—	—	.035	.035	.035	.035	—
	(3)		—	—	—	—	—	—	—					
Pump Jets		.024	—	.026	—	.028	—	.031	.031	.028	.026	.026	.026	.026
Pump Cap. cc/10 Strokes		24.5-27.5		14.5-17.5		18.5-21.5		12-16	12-16	15-18	15-18	15-18	15-18	15-18

CO, WD, 131, 132:1-9-16, 149, 9X, 9FR ★ BC—Single-Jet Automatic Choke 2GC—2-Jet Automatic Choke 4GC—4-Jet Automatic Choke

I.P.S. Printed in U.S.A.
Form 1191

BULLETIN 9D-1A
Date 3-1-56
FIRST ISSUE

1955
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		OLDSMOBILE					PACKARD						PONTIAC			GENERAL MOTORS OF CANADA			
APPLICATION		88	98 Hydramatic		98 Syncromesh		Packard Line		Caribbean Dual Installation				Hydramatic	Hydramatic		6 Cyl. Auto. Trans.	6 Cyl. Syncromesh	V-8 Powerglide	V-8 Syncromesh
CARBURETOR MODEL *		2GC	4GC		4GC		4GC		4GC		4GC		2GC	4GC		BC	BC	2GC	2GC
CARBURETOR PART NO.		7006970	7007000		7006000		7007230		7008230		7008231		7006100	7007800		7006201	7007950	7008930	7008931
			Prim.	Sec.	Prim.	Sec.	Prim.	Sec.	Prim.	Sec.	Prim.	Sec.		Prim.	Sec.				
Large Venturi		1-3/16"	1-1/64"	57/64"	1-1/64"	57/64"	1-1/16"	1"	1-1/64	57/64"	1-1/64"	57/64"	1-3/16"	1-1/16"	1"	1-15/32"	1-15/32"	Same as	Same as
Small Venturi		1/8"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/8"	1/4"	1/4"	19/32"	19/32"	Chevrolet	Chevrolet
Bore		1-7/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-7/16"	1-5/16"	1-5/16"	1-11/16"	1-11/16"	7008004	7008005
Main Metering Jets		.053	.049	.049	.049	.039	.050	.058	.049	.044	.049	.044	.055	.053	.053	.060	.060	except	except
Nozzle Clearance		.070	.100	.100	.100	.100	.095	.106	.100	.100	.100	.100	.106	.100	.100	—	—	Choke Set	Choke Set
Main Well Vent		.031	.032	.035	.032	.035	.032	.028	.032	.035	.032	.035	.031	.032	—	—	—	1 Notch	1 Notch
Power Restrictions		.043	.030	—	.030	—	.042	—	.032	—	.032	—	.046	.031	—	.051	.051	Rich	Rich
Idle Tube Restrictions		.029	.030	—	.030	—	.026	.027	.035	—	.035	—	.029	.030	—	.063	.063		
Cluster Top Bleed		.039	.034	—	.034	—	.036	.046	.034	—	.034	—	.034	.034	—	—	—		
Cluster Side Bleed		.033	.034	—	.034	—	.030	.040	.034	—	.034	—	.028	.034	—	—	—		
" Crossover Channel		.125	—	—	—	—	—	—	—	—	—	—	.125	—	—	—	—		
" Channel Restriction		.043	.052	—	.052	—	—	.048	.052	—	.052	—	.036	.054	—	—	—		
Lower Idle Bleed		—	.040	—	.040	—	.040	.060	.040	—	.040	—	—	.040	—	—	—		
Idle Needle Hole		.046	.040	—	.040	—	.040	—	.040	—	.040	—	.046	.040	—	.073	.073		
Sec. Discharge Holes	Lower	.029	.031	—	.031	—	.034	—	.034	—	.034	—	.029	.031	—	.035	.035		
	Middle	.027	—	—	—	—	.030	—	.030	—	.030	—	.027	—	—	—	—		
	Upper	.028	.026	—	.026	—	.030	—	.030	—	.030	—	.028	.028	—	.028	.028		
Throttle Body Idle Restrictions	Primary	—	—	—	—	—	.050	—	.050	—	.050	—	—	—	—	—	—		
	Center	—	—	—	—	—	.020	—	—	—	—	—	—	—	—	—	—		
	Secondary	—	—	—	—	—	—	.020	—	—	—	—	—	—	—	—	—		
Supplementary Idle Ports:																			
Primary		—	—	—	—	—	.026	—	—	—	—	—	—	—	—	—	—		
Secondary (1)		—	—	—	—	—	—	.026	—	—	—	—	—	—	—	—	—		
Secondary (2)								.026	—	—	—	—	—	—	—	—	—		
Spark Drillings		.040	.070	—	.070	—	.070	—	none	—	.040	—	.063	.070	—	.040	.040		
Choke Restriction	Channel	.089	.086	—	.086	—	.070	—	.089	—	.089	—	.089	.089	—	.089	.089		
	Bypass	.050	—	—	—	—	—	—	.045	—	.030	—	.040	.050	—	—	—		
Choke Piston Restrictions	(1)	.032	—	—	—	—	—	—	.032	—	.032	—	.032	.032	—	—	—		
	(2)	.055	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	(3)		.026		—		—	—	—	—	—	—	—	—	—	—	—		
Pump Jets		.033			.026		.026	—	.028		.028	—	.024	.024	—	.031	.031		
Pump Cap. cc/10 Strokes		15-18	18-5-21.5		18.5-21.5		20-23		20-23		20-23		15-18	18-5-21.5		12-16	15.5-19.5		

★ BC—Single-Jet Automatic Choke 2GC—2-Jet Automatic Choke 4GC—4-Jet Automatic Choke

RP Form 1162 ROCHESTER CARBURETORS 1956 ADJUSTMENT SPECIFICATIONS

TEMPORARY BULLETIN 9D-1A
DATE 10/1/55

CAR MAKE / CARBURETOR MODEL		BUICK * 4GC	CADILLAC 4GC	CHEVROLET B,BC	CHEVROLET 2G, 2GC	OLDS 2GC	OLDS 4GC	PACKARD 4GC	PONTIAC 2GC	PONTIAC 4GC
FLOAT LEVEL (A)	SETTING	1-35/64"	1-19/32"	1-9/32"	1-1/4"	1-7/16"	1-5/8"	1-5/8"	1-15/64"	1-19/32"
	GAUGE	BT-117	BT-101	M-250	BT-129	BT-125	BT-89	BT-89	BT-130	BT-101
FLOAT DROP (B)	SETTING	2-1/4"	2-1/4"	1-3/4"	1-29/32"	2"	2-1/4"	2-1/4"	1-29/32"	2-1/4"
	GAUGE	BT-93	BT-93	BT-93	BT-129	BT-126	BT-93	BT-93	BT-130	BT-93
PUMP ROD	SETTING	1-1/32"	29/32"	---	57/64"	3/16"	1-1/16"	1-1/16"	57/64"	61/64"
	GAUGE	scale (C)	scale (C)		BT-129 (D)	BT-126 (D)	scale (C)	scale (C)	BT-130 (D)	scale (C)
IDLE VENT	SETTING	---	.063"	---	---	3/32"	.063"	---	---	.063"
	GAUGE		BT-79			scale (E)	BT-79			BT-79
CHOKE ROD (F)	SETTING	.140"	.040"	.076"	.089"	.073"	.052"	.052"	.061"	.052"
	GAUGE	BT-115	BT-102	BT-99	BT-108	BT-127	BT-68	BT-68	BT-128	BT-68
UNLOADER (G)	SETTING	.115"	.125"	.230"	.360"	.155"	.115"	.115"	.163"	.115"
	GAUGE	BT-115	BT-102	BT-99	BT-108	BT-127(H)	BT-90	BT-90	BT-128	BT-90
FAST IDLE (J)	SETTING	.024"	.020"	---	---	.024"	.024"	.024"	---	---
	GAUGE	BT-90	BT-67			BT-90	BT-90	BT-90		
	RPM	1700	1700			1700	1500	1700		
SECONDARY LOCKOUT SET. TOOL		.015" BT-91A	.015" BT-18	---	---	---	.015" BT-18	.015" BT-18	---	.015" BT-18
SECONDARY CONTOUR SET. TOOL		.030" BT-91A	.015" BT-91A	---	---	---	.030" BT-91A	.015" BT-91A	---	.015" BT-91A
SLOW IDLE RPM		450 Dr.	400 Dr.			400 Dr.	400 Dr.	400 Dr.	400 Dr.	400 Dr.
ADJ. BULLETIN NO.		9D-4GC	9D-4GC	9D-B & BC	9D-2GCS	9D-2GCC	9D-4GC	9D-4GC	9D-2GCS	9D-4GC

SPECIAL NOTES:

(A) air horn inverted, gasket in place
(B) air horn upright, gasket in place
(C) top of cover to bottom of pump shaft
(D) " " " " top " " "
(E) valve seat to nearest edge of valve
(F) screw on 2nd step, against high step of cam
(G) throttle valves wide open
(H) split throttle lever indexed at 1 turn open from dead closed
(J) fast idle screw on highest step

*Special Buick Adjustments for starter switch and damper valves are listed in adjustment bulletin for 4GC carburetors

SEE ADJ. BULLETINS FOR DETAILS

Ref. U.S. 9D-2 - 10-1-55

Bulletin 9D-1B
3-1-56
First issue

1956
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER	BUICK		CADILLAC		CHEVROLET							OLDSMOBILE		
APPLICATION	50-60-70		STD. & A. C.		6-Cyl.		V-8		V-8			88	98	
					Powerglide	Syncromesh	Powerglide	Syncromesh	Truck	Power Pack			88 Power Pack	
CARBURETOR MODEL ★	4GC		4GC		BC	BC	2GC	2GC	2G	4GC		2GC	4GC	
CARBURETOR PART NO.	7009200		7008750-51 7009750-51		7009254	7009255	7008388	7008387	7008383 7008389	7008737		7007223 7008800	7007221-Jetaway 7007222-Synchromesh	
	Prim.	Sec.	Prim.	Sec.	——	——	——	——	——	Prim.	Sec.	——	Prim.	Sec.
Large Venturi	1-3/16"	1 ¼"	1-1/16"	1-3/16"	1-11/32"	1-11/32"	1-3/32"	1-3/32"	1-3/32"	1"	1-1/16"	1-5/16"	1- ⅛"	1 ¼"
Small Venturi	⅛"	¼"	¼"	¼"	19/32"	19/32"	⅛"	⅛"	⅛"	¼"	¼"	⅛"	¼"	¼"
Bore	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-9/16"	1-9/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-11/16"	1-7/16"	1-7/16"
Main Metering Jets	.056	.078	.051	.068	.057	.057	.052	.052	.053	.048	.046	.062	.055	.067
Nozzle Clearance	.106	.106	.040	.040	——	——	zero	zero	zero	zero	zero	.062	.100	.100
Main Well Vent	.026	.035	.032	.028	——	——	.028	.028	.032	.032	.032	.028	.032	.032
Power Restrictions	.045	——	.031	——	.036	.036	.040	.028	.031	.035	——	.044	.048	——
Idle Tube Restrictions	.027	.026	.031	.031	.065	.065	.028	.029	.029	.026	——	.030	.033	——
Cluster Top Bleed	.035	.055	.052	.052	——	——	.036	.032	.032	.034	——	.041	.034	——
" Side Bleed	.030	.040	——	——	——	——	.028	.036	.036	.034	——	——	.034	——
" Crossover Channel	——	——	——	——	——	——	.125	.125	.125	——	——	.125	——	——
" Channel Restriction	——	——	.059	——	——	——	——	.038	.035	.044	——	.038	.052	——
Lower Idle Bleed	.036	.081	.034	.040	——	——	——	——	——	.033	——	——	.036	——
Idle Needle Hole	.046	——	.046	——	.073	.073	.040	.040	.040	.046	——	.040	.046	——
Sec. Discharge Holes — Lower	.026	——	.040	——	.040	.040	.028	.030	.028	.038	——	.032	.030	——
Sec. Discharge Holes — Middle	.028	——	——	——	——	——	.026	.0255	.026	.027	——	——	——	——
Sec. Discharge Holes — Upper	.028	——	.031	——	.028	.028	.032	.030	.028	.028	——	.027	.026	——
Throttle Body Idle Restrict	.048	.020	——	——	——	——	——	——	——	——	——	——	——	——
Supplementary Idle Ports	.025	.025	——	——	——	——	——	——	——	——	——	——	——	——
Spark Drillings	.081	——	.070	——	.050	.050	.040	.040	.040	.052	——	.040	.070	——
Choke Restriction — Channel	.068	——	.096	——	.089	.101	.089	.089	——	.098	——	.081	.093	——
Choke Restriction — Bypass	——	——	——	——	——	——	.040	.040	——	——		——	——	——
Choke Piston Restrictions	——	——	——	——	.046	.035	.035	.035	——	.028	——	——	——	——
Pump Jets	.024	——	.025	——	.031	.031	.026	.026	.026	.028	——	.031	.026	——
Pump Cap. cc/10 Strokes	24.5-27.5		14.5-17.5		12-16	12-16	15-18	15-18	15-18	18.5-21.5		15.5-18.5	18.5-21.5	——

REF. U.S. 9D-1B, 3-1-56 --- WR. WD. 6-8

★ BC—Single-Jet Automatic Choke 2GC—2-Jet Automatic Choke 4GC—4-Jet Automatic Choke

BULLETIN 9D-1B
Date 3-1-56
FIRST ISSUE

1956
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER	PACKARD						PONTIAC									
APPLICATION	PACKARD LINE		Caribbean (Front)		Caribbean (Rear)		6-Cyl. Powerglide	6-Cyl. Syncromesh	V-8 Powerglide	V-8 Syncromesh	27 Hydramatic	27 Syncro-mesh	27-28 Hydramatic Power-Pack		27-28 Synchromesh Power Pack	
CARBURETOR MODEL *	4GC		4GC		4GC		BC	BC	2GC	2GC	2GC	2GC	4GC		4GC	
CARBURETOR PART NO.	7008610		7009600		7009601		7009258	7009259	7008388	7008387	7008695	7008696	7008697		7007900	
	Prim.	Sec.	Prim.	Sec.	Prim.	Sec.			———	———			Prim.	Sec.	Prim.	Sec.
Large Venturi	1 1/8"	1 1/4"	1 1/8"	1 1/4"	1 1/8"	1 1/4"	1-15/32"	1-15/32"	1-3/32"	1-3/32"	1 1/4"	1 1/4"	1 1/8"	1 1/4"	1 1/8"	1 1/4"
Small Venturi	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	19/32"	19/32"	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"
Bore	1-1/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-11/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets	.052	.064	.047	.054	.047	.054	.060	.060	.052	.052	.058	.058	.056	.067	.056	.067
Nozzle Clearance	.095	.095	.100	.100	.100	.100	——	——	zero	zero	.070	.070	.100	.100	.100	.100
Main Well Vent	.032	.028	.032	.032	.032	.032	——	——	.028	.028	.031	.031	.032	.032	.032	.032
Power Restrictions	.060	——	.062		.062		.051	.051	.040	.028	.040	.040	.051		.042	
Idle Tube Restrictions	.030	.027	.030		.030		.063	.063	.028	.029	.028	.030	.033		.034	
Cluster Top Bleed	.034	.046	.034		.034		——	——	.036	.032	.038	.038	.034		.034	
Cluster Side Bleed	.034	.040	.034		.034		——	——	.028	.036	.028	.028	.034		.034	
" Crossover Channel	——	——	——		——		——	——	.125	.125	.125	.125	——		——	
" Channel Restriction	——	.048	——		——		——	——	——	.038	.039	.040	.048		.048	
Lower Idle Bleed	.040	.048	.040		.040		——	——	———	———	——	——	.036		.036	
Idle Needle Hole	.046	——	.046		.046		.073	.073	.040	.040	.046	.046	.046		.046	
Sec. Discharge Holes — Lower	.037	——	.037		.037		.035	.035	.028	.030	.030	.030	.033		.033	
Sec. Discharge Holes — Middle	.030	——	.030		.030		——	——	.026	.0255	.027	.027	——		——	
Sec. Discharge Holes — Upper	.030	——	.030		.030		.028	.028	.032	.030	.028	.028	.026		.026	
Throttle Body Idle Restrict	(2).050	(4).020	.050		.050		——	——	———	———	——	——	——		——	
Supplementary Idle Ports	(2).026	(4).026	——		——		——	——	———	———	——	——	——		——	
Spark Drillings	.070	——	——		.040		.040	.040	.040	.040	.063	.063	.070		.070	
Choke Restriction — Channel	.070	——	.089		.089		.089	.089	.089	.089	.089	.089	.089		.089	
Choke Restriction — Bypass	——	——	.045		.030		——	——	.040	.040	.030	.030	——		——	
Choke Piston Restrictions	——	——	.032		.032		.046	.046	.035	.035	(2).035	(2).035	.028		.028	
Pump Jets	.026	——	.026		.026		.031	.031	.026	.026	.024	.024	.024		.024	
Pump Cap. cc/10 Strokes	27-30	——	27-30		27-30		12-16	15½-19½	15-18	15-18	15-18	15-18	18.5-21.5		18.5-21.5	

REF. U.S. 9D-1B, 3-1-56 --- WR. WD. 6-8

* BC—Single-Jet Automatic Choke 2GC—2-Jet Automatic Choke 4GC—4-Jet Automatic Choke

GENERAL MOTORS PRODUCTS

UNITED SERVICE MOTORS

AC QUALITY PRODUCTS

1957

ROCHESTER CARBURETOR SPECIFICATIONS

Bulletin 9D-1C
Date: 9-15-57
SECOND ISSUE

CAR MANUFACTURER	BUICK				CADILLAC		CHEVROLET								
APPLICATION	50-60-70				STD. & A.C.		6 CYLINDER				V-8				
					4GC		A.T.		Synchro.		A.T.	Synchro.		Power Pack	
CARBURETOR MODEL *	4GC		4GC		7010100 7012000 7010101 7012001		BC	BC	BC	BC	2GC	2GC	2GC	4GC	
CARBURETOR PART NO.	7010070		7011570				7009656	7011656	7009657	7011657	7010648 7011224	7010647 7011131	7010750 7011460	7009846 7012126	
	Prim.	Sec.	Prim.	Sec.	Prim.	Sec.	——	——	——	——	——	——	——	Prim.	Sec.
Large Venturi	1-5/16"	1-15/32"	1-5/16"	1-15/32"	1-1/8"	1-15/32"	1-11/32"	1-11/32"	1-11/32"	1-11/32"	1-3/32"	1-3/32"	1-3/32"	1"	1-1/16"
Small Venturi	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	19/32"	19/32"	19/32"	19/32"	1/8"	1/8"	1/8"	1/4"	1/4"
Bore	1-9/16"	1-11/16"	1-9/16"	1-11/16"	1-7/16"	1-11/16"	1-9/16"	1-9/16"	1-9/16"	1-9/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"
Main Metering Jets	.062	.089	.063	.081	.056	.084	.058	.058	.058	.058	.051	.053	.053	.048	.051
Nozzle Clearance	.106	.106	.106	.106	.040	.040	——	——	——	——	——	——	.100	——	——
Main Well Vent	.026	.035	.026	.035	.032	.028	——	——	——	——	.028	.028	.028	.032	.032
Power Restrictions	.046	——	.052	——	.042	——	.046	.045	.046	.045	.039	.036	.032	.037	——
Idle Tube Restrictions	.029	.030	.031	.030	.033	.031	.065	.065	.065	.065	.028	.031	.029	.027	——
Cluster Top Bleed	.034	.048	.034	.048	.052	.052	(2).028**	(2).028**	(2).028**	(2).028**	.036	.032	.032	.034	——
" Side Bleed	.030	.040	.030	.040	——	——	——	——	——	——	.028	.036	.036	.034	——
" Crossover Channel	——	——	——	——	——	——	——	——	——	——	.125	.125	.125	——	——
" Channel Restriction	.045	——	.046	——	.059	——	——	——	——	——	.039	.038	.038	.048	——
Lower Idle Bleed	.036	.081	.036	.081	(2) .031	.040	——	——	——	——	——	——	——	.033	——
Idle Needle Hole	.040	——	.040	——	.046	——	.073	.073	.073	.073	.040	.040	.040	.046	——
Sec. Discharge Holes Lower	(2).030	.025	(2).030	.025	.040	——	.040	.040	.040	.040	.028	.030	.030	.038	——
Sec. Discharge Holes Middle	.028	——	.028	——	.031	——	.028	.028	.028	.028	.026	.0255	.0255	.027	——
Sec. Discharge Holes Upper	.026	——	.026	——	——	——	——	——	——	——	.032	.030	.030	.028	——
Throttle Body Idle Restrict	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
Supplementary Idle Ports	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
Spark Drillings	(1).080	——	(1).080	——	(4).070	——	(4).050	(4).050	(4).050	(4).050	(2).040	(2).040	(2).040	(4).052	——
Choke Restriction Channel	.125	——	.125	——	.125	——	.089	.089	.101	.101	.089	.089	.089	.098	——
Choke Restriction Bypass	——	——	——	——	——	——	——	——	——	——	.040	.040	.030	——	——
Choke Piston Restrictions	——	——	——	——	——	——	.046	——	.070	.070	(2).035	(2).035	(2).035	.028	——
Pump Jets	.024	——	.024	——	.025	——	.031	.031	.031	.031	.026	.026	.026	.024	——
Pump Cap. cc/10 Strokes	24.0 - 27.0		24.0 - 27.0		14.5 - 17.5		12.0-16.0	12.0-16.0	12.0-16.0	12.0-16.0	15-18	15-18	15-18	18.5 - 21.5	

Ref. U.S. 9D-1C, Page 1, 2-15-57 - 9, W.D. - 6 & 8 LM.

**Cross over bar air bleed

1957

ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER	CHEVROLET AND G.M.C. TRUCK								OLDSMOBILE				
APPLICATION	V-8								TRIPLE POWER PACK			88 & 98	
	Std.	Gov.	265 Cu. In.	322 Cu. In.	283 Cu. In.		332 Cu. In.		Front	Center	Rear		
CARBURETOR MODEL ★	2G	2G	2G w/gv.	2G w/gv.	4G w/gov.		4G w/gov.		2G	2GC	2G	4GC	
CARBURETOR PART NO.	7010649 7010718 7011132	7010716 7012147	7010717 7011143	7008394 7011155	7009661 7011161		7009662 7011162		7010960	7010959	7010958	7009470 7010925 7009471 7010926	
	——	——	——	——	Prim.	Sec.	Prim.	Sec.	——	——	——	Prim.	Sec.
Large Venturi	1-3/32"	1-3/32"	1-3/32"	1-3/16"	1"	1-1/16"	1-3/16"	1-1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/8"	1 1/4"
Small Venturi	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/8"	1/4"	1/8"	1/8"	1/8"	1/4"	1/4"
Bore	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets	.053	.053	.052	.056	.047	.048	.056	.078	.059	.058	.059	.053	.070
Nozzle Clearance	——	——	——	.050	——	——	.106	.106	.070	.070	.070	.100	.100
Main Well Vent	.032	.032	.028	.035	.032	.028	.026	.035	.031	.031	.031	.032	.032
Power Restrictions	.036	.036	.036	.034	.034	——	.043	——	——	.040	——	.070	——
Idle Tube Restrictions	.029	.029	.036	.049	.038	.026	.038	.026	——	.031	——	.028	——
Cluster Top Bleed	.032	.032	.032	.028	.032	.046	.035	.045	——	.033	——	.038	——
" Side Bleed	.036	.036	.036	.036	——	.040	.030	.040	——	.039	——	.040	——
" Crossover Channel	.125	.125	.125	.125	——	——	——	——	——	.125	——	——	——
" Channel Restriction	.035	.035	.032	.060	——	.035	.040	.036	——	.057	——	——	——
Lower Idle Bleed	——	——	——	——	.067	——	.036	.036	——	——	——	.043	——
Idle Needle Hole	.040	.040	.040	.040	.046	——	.046	——	——	.046	——	.046	——
Sec. Discharge Holes — Lower	.028	.028	.026	.026	.030	.025	.029	.025	——	.027	——	.033	——
Sec. Discharge Holes — Middle	.026	.026	.025	.027	——	——	.027	——	——	.026	——	.029	——
Sec. Discharge Holes — Upper	.028	.028	——	——	——	——	.027	——	——	.030	——	.033	——
Throttle Body Idle Restrict	——	——	——	——	——	——	——	——	——	——	——	.080	——
Supplementary Idle Ports	——	——	——	——	——	——	——	——	——	——	——	——	——
Spark Drillings	(2).040	(2).040	——	——	——	——	——	——	——	(2).040	——	(2).070	——
Choke Restriction — Channel	——	——	——	——	——	——	——	——	——	.089	——	.093	——
Choke Restriction — Bypass	——	——	——	——	——	——	——	——	——	.050	——	——	——
Choke Piston Restrictions	——	——	——	——	——	——	——	——	——	.055	——	——	——
Pump Jets	.026	.026	.026	.024	.024	——	.024	——	.030	.030	.030	.029	——
Pump Cap. cc/10 Strokes	15-18	15-18	15-18	15-18	18.5 - 21.5		24.5 - 27.5		——	15-18	——	22.5 - 25.5	

Ref. U.S. 9D-1C, 2-15-57 -S, W.D. - 6-8-LM.

1957

ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		PONTIAC -- 20-22				PONTIAC -- 27-28									
APPLICATION		6 CYLINDER		V-8		Hydra-matic	Syncro-mesh	Hydramatic Power Pack		Syncromesh Power Pack		TRIPLE POWER PACK			
		A.T.	Synchro.	A.T.	Synchro.							A.T. & Syn.	Synchro.	A.T.	A.T. & Syn.
CARBURETOR MODEL ★		BC	BC	2GC	2GC	2GC	2GC	4GC		4GC		2G	2GC	2GC	2G
CARBURETOR PART NO.		7010517	7010516	7010648 7011224	7010750 7011460	7009831	7009832	7009830		7009829		Front 7011351	Centre 7011500	Centre 7011350	Rear 7011352
		——	——	——	——	——	——	Prim.	Sec.	Prim.	Sec.	——	——	——	——
Large Venturi		1-15/32"	1-15/32"	1-3/32"	1-3/32"	1-5/16"	1-5/16"	1 1/8"	1-15/32"	1 1/8"	1-15/32"	1-1/4"	1-1/4"	1-1/4"	1-1/4"
Small Venturi		19/32"	19/32"	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"
Bore		1-11/16"	1-11/16"	1-7/16"	1-7/16"	1-11/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.060	.060	.051	.053	.065	.065	.057	.082	.057	.082	.056	.062	.062	.056
Nozzle Clearance		——	——	——	100	.076	.076	.073	.100	.073	.100	.070	.070	.070	.070
Main Well Vent		——	——	.028	.028	.038	.038	.028	.032	.028	.032	.031	.031	.031	.031
Power Restrictions		.050	.051	.039	.032	.044	.043	.057	——	.057	——	——	.032	.032	——
Idle Tube Restrictions		.076	.076	.028	.029	.033	.033	.032	——	.036	——	——	.032	.030	——
Cluster Top Bleed		(2). 028**	(2). 028**	.036	.032	.040	.040	.034	——	.034	——	——	.038	.038	——
" Side Bleed		——	——	.028	.036	.028	.028	.034	——	.034	——	——	.028	.028	——
" Crossover Channel		——	——	.125	.125	.125	.125	——	——	——	——	——	.028	.028	——
" Channel Restriction		——	——	.039	.038	.040	.043	.046	——	.055	——	——	.050	.044	——
Lower Idle Bleed		——	——	——	——	——	——	.036	——	.036	——	——	——	——	——
Idle Needle Hole		.073	.073	.040	.040	.046	.046	.046	——	.046	——	——	.046	.046	——
Sec. Discharge Holes	Lower	.042	.042	.028	.030	.031	.030	.036	——	.036	——	——	.030	.030	——
	Middle	——	——	.026	.0255	.028	.029	.026	——	.026	——	——	.027	.027	——
	Upper	.028	.028	.032	.030	.026	.027	.029	——	.029	——	——	.028	.028	——
Throttle Body Idle Restrict		——	——	——	——	——	——	——	——	——	——	——	——	——	——
Supplementary Idle Ports		——	——	——	——	——	——	——	——	——	——	——	——	——	——
Spark Drillings		.040 (2)	.040 (2)	(2).040	(2).040	(2).040	(2).040	(2).046	——	(2).046	——	——	.063	.063	——
Choke Restriction	Channel	.096	.096	.089	.089	.076	.076	.076	——	.076	——	——	.125	.125	——
	Bypass	——	——	.040	.030	——	——	——	——	——	——	——	——	——	——
Choke Piston Restrictions		——	——	(2).035	(2).035	——	——	——	——	——	——	——	——	——	——
Pump Jets		.031	.031	.026	.026	.024	.024	.024	——	.024	——	.030	.024	.024	.030
Pump Cap. cc/10 Strokes		12.0-16.0	15.5-19.5	15-18	15-18	15-18	15-18	16.0 - 19.0		16.0 - 19.0		20 - 23	15 - 18	15-18	20 - 23

Ref. U.S. 9D-1C, 2-15-57 -9, W.D. - 6, 8, LM.

** Cross over bar air bleed

ROCHESTER CARBURETOR SPECIFICATIONS

1971

SECOND ISSUE
Dated 8-10-71
Bulletin 80-1C

CAR MANUFACTURER	FORD/AC -- 30-32				FORD/AC -- 32-38											
	2 CYLINDER		4-6													
APPLICATION	Auto.	Synchro.	Auto.	Synchro.	Auto.	Synchro.	Power Pack Carburetor		Power Pack Carburetor		Auto. & Synchro.		Auto.	Auto. & Synchro.		
											TRIPLE POWER PACK					
CARBURETOR MODEL #	BC	BC	2GC	2GC	2GC	2GC	4GC		4GC		2GC		2GC	2GC	2GC	2GC
CARBURETOR PART NO.	7028218 7028220	7028218 7028220	7028334 7028335	7028334 7028335	7028336	7028337	7028338		7028339		7028340	7028341	7028342	7028343	7028344	7028345
							From	Conn	From	Conn	From	Conn	From	Conn	From	Conn
Bore	1-11/16"	1-11/16"	1-3/16"	1-3/16"	1-11/16"	1-3/16"	1-11/16"	1-3/16"	1-11/16"	1-3/16"	1-11/16"	1-3/16"	1-3/16"	1-3/16"	1-3/16"	1-3/16"
Throttle Valve(s)	1-15/32"	1-15/32"	1-3/32"	1-3/32"	1-5/16"	1-5/16"	1"	1"	1"	1"	1"	1"	1"	1"	1"	1"
Throttle Valve Angle	10°	10°	0°	0°	0°	0°	0°	0°	0°	0°	0°	0°	0°	0°	0°	0°
Throttle Bore Diameter	1-15/32"	1-15/32"	1-3/32"	1-3/32"	1-5/16"	1-5/16"	1"	1"	1"	1"	1"	1"	1"	1"	1"	1"
Throttle Valve Angle	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°
Throttle Valve Screw																
Throttle Body Idle Speed																
Throttle Body Idle Speed Adjustment																
Air Bleed	(2) .052	(2) .052	.040	.040	.040	.040	.040		.040		.040		.040	.040	.040	.040
Main Well Tubes			.052	.052	.052	.052	.052		.052		.052		.052	.052	.052	.052
Main Jet	.080	.080	.081	.081	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080
Main Metering Jet	.080	.080	.081	.081	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080	.080
Idle Air Bleed	.042	.042	.042	.042	.042	.042	.042		.042		.042		.042	.042	.042	.042
Idle Tube Restriction	.060	.060	.060	.060	.060	.060	.060		.060		.060		.060	.060	.060	.060
Idle Air Bleed	.052	.052	.052	.052	.052	.052	.052		.052		.052		.052	.052	.052	.052

1959
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		PONTIAC "70" SERIES (CANADA)						PONTIAC					
APPLICATION		6 CYLINDER		V-8				V-8			V-8 TRIPLE PACK		
		P/G	S/M	S/M	PG/TG	P/G & T/G		H/M	S/M	420E H/M	ALL	H/M	S/M
CARBURETOR MODEL		BC	BC	2GC	2GC	4GC		2GC	2GC	2GC	2G	2GC	2GC
CARBURETOR PART NO.		7013080	7013081	7013007	7013082	7013004 7013010		7013060	7013061	7013069	Front & Rear 7013063 7013065	Center 7013064	Center 7013067
		—	—	—	—	PRIM.	SEC.	—	—	—	—	—	—
Large Venturi		1-15/32"	1-15/32"	1-3/32"	1-3/32"	1"	1-1/16"	1-5/16"	1-1/4"	1-1/4"	1-5/16"	1-1/4"	1-1/4"
Small Venturi		19/32"	19/32"	1/8"	1/8"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8
Bore		1-11/16"	1-11/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-11/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16	1-7/16"
Main Metering Jets		.060	.059	.056	.055	.048	.053	.069	.065	.063	.066	.065	.062
Nozzle Clearance		—	—	.0	.0	.0	.0	.070	.070	.070	.0	.070	.070
Main Well Vent		—	—	.031	.031	.040	.026	.034	.038	.033	.037	.031	.031
Power Restrictions		.053	.052	.028	.034	.037	—	.052	.057	.045	—	.045	.050
Idle Tube Restrictions		.073	.073	.026	.026	.027	—	.027	.031	.028	—	.027	.030
Cluster Top Bleed		—	—	.032	.040	.034	—	.038	.040	.038	—	.038	.036
Cluster Side Bleed		(2) .028*	(2) .028*	—	—	.034	—	.028	.028	.028	—	.028	.028
Cluster Crossover Chan.		—	—	.125	.125	—	—	.125	.125	.125	—	.125	.125
Cluster Channel Rest.		—	—	.045	.042	.048	—	.052	.052	.039	—	.043	.052
Lower Idle Bleed		—	—	—	—	.033	—	—	—	—	—	—	—
Idle Needle Orifice		.080	.080	.036	.036	.040	—	.052	.052	.049	—	.049	.049
Secondary	1st	.042	.042	.031	.031	.030	—	.032	.032	.030	—	.030	.030
Discharge	2nd	.026	.028	.026	.026	.032	—	.032	.036	.029	—	.029	.029
	3rd	—	—	.028	.028	.032	—	.036	.038	.028	—	.028	.028
Holes	4th	—	—	—	—	—	—	—	.032	—	—	—	—
Spark Drilling		(2) .040	(2) .040	—	—	—	—	—	—	—	—	—	—
Choke	Channel	—	—	.089	.089	.089	—	.076	.076	.125	—	.125	.125
Restriction	By-Pass	.089	.089	—	—	—	—	—	—	—	—	—	—
Choke Piston Restriction		.028	.028	(2) .035	(2) .035	.028	—	—	—	—	—	—	—
Pump Jets		.031	.031	.026	.026	.026	—	.028	.028	.026	.030	.026	.026
Pump Capacity cc/10 Stroke		12-16	15.5-19.5	15-18	15-18.9	18.5-21.5	—	15-18	15-18	15-18	18.5-21.5	15-18	15-18

* BAR BLEED

1959
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		CHEVROLET AND GMC TRUCK (CANADA)									OLDSMOBILE		
APPLICATION		6 CYL.	V-8 — 283 CU. IN.					V-8 348 CU. IN.			ALL		
			STD.	W/Vel. Gov.	W/Vac. Gov.	W/Gov.		W/Vac. Gov.	W/Vac. Gov.				
CARBURETOR MODEL		B	2G	2G	2G	4G		2G	4G		2GC	4GC	
CARBURETOR PART NO.		7013029	7013007	7013011	7013013	7013023 7013021		7013353	7013025		7013058	7013050 7013150 7013950 7013952	
		—	—	—	—	PRIM.	SEC.	—	PRIM.	SEC.	—	PRIM.	SEC.
Large Venturi		1-11/32"	1-3/32"	1-3/32"	1-3/32"	1"	1-1/16"	1-3/32"	1-1/8"	1-1/4"	1-1/4"	1-1/8"	1-15/32"
Small Venturi		19/32"	1/8"	1/8"	1/8"	1/4"	1/4"	1/8"	1/4"	1/4"	1/8"	1/4"	1/4"
Bore		1-9/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-7/16"	1-7/16"	1-7/16"	1-11/16"	1-9/16"	1-11/16"
Main Metering Jets		.056	.056	.053	.052	.048	.047	.052	.053	.070	.063	.056	.080
Nozzle Clearance		.0	.0	.0	.0	.0	.0	.0	.0	.0	.040	.073	.0
Main Well Vent		—	.031	.035	.028	.032	.026	.028	.032	.026	.028	.030	.028
Power Restrictions		.045	.028	.046	.046	.030	—	.046	.050	—	.045	.048	—
Idle Tube Restrictions		.067	.026	.028	.036	.030	.026	.036	.029	.040	.031	.027	.038
Cluster Top Bleed		*(2) .028	.032	.032	.032	.032	.046	.032	.032	.035	.046	.030	.052
Cluster Side Bleed		—	—	—	—	—	.040	—	—	.067	.036	.030	—
Cluster Crossover Chan.		—	.125	.125	.125	—	—	.125	—	—	.125	—	—
Cluster Channel Rest.		—	.045	.042	.033	—	.035	.033	.047	—	.052	.046	—
Lower Idle Bleed		—	—	—	—	.067	—	—	.045	.098	—	.040	.046
Idle Needle Orifice		.073	.036	.036	.036	.040	—	.036	.052	—	.052	.046	—
Secondary Discharge Holes	Lower	.044	.031	.028	.028	.030	.025	.028	.031	.025	.026	.026	—
	Middle	.032	.026	.026	.025	—	—	.025	.027	—	.028	.028	—
	Upper	—	.028	.028	—	—	—	—	.027	—	.029	.026	—
Spark Drilling		(2) .040	—	—	—	—	—	—	—	—	—	—	—
Choke Restriction	Channel	—	.089	—	—	—	—	—	—	—	.182	.120	—
	By-Pass	—	—	—	—	—	—	—	—	—	—	—	—
Choke Piston Restriction		—	(2) .035	—	—	—	—	—	—	—	.032	—	—
Pump Jets		.031	.026	.026	.026	.026	—	.026	.026	—	.030	.029	—
Pump Capacity cc/10 Stroke		12-16	15-18	15-18	15-18	18.5-21.5	—	15-18	18.5-21.5	—	20-23	20.5-23.5	—

* BAR BLEED

1959
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		CHEVROLET PASSENGER							
APPLICATION		V-8 283 CU. IN. P/G & T/G		V-8 348 CU. IN. P/G & T/G		TRIPLE-PACK ALL	TRIPLE-PACK P/G & T/G	TRIPLE-PACK S/M	TRIPLE-PACK ALL
CARBURETOR MODEL		4GC		4GC		2G	2GC	2GC	2G
CARBURETOR PART NO.		7013004 7013010		7013006 7013012		FRONT 7013015	CENTER 7013016 7013026	CENTER 7013020	REAR 7013017
		PRIMARY	SECONDARY	PRIMARY	SECONDARY	—	—	—	—
Large Venturi		1"	1-1/16"	1-1/8"	1-1/4"	1-1/4"	1-3/16"	1-3/16"	1-1/4"
Small Venturi		1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"
Bore		1-5/16"	1-5/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.048	.053	.057	.068	.060	.060	.063	.061
Nozzle Clearance		.0	.0	.045	.0	.106	.070	.070	.106
Main Well Vent		.040	.026	.032	.026	.031	.028	.028	.031
Power Restrictions		.037	—	.037	—	—	.041	.036	—
Idle Tube Restrictions		.027	—	.033	.055	—	.027	.028	—
Cluster Top Bleed		.034	—	.034	.034	—	.032	.032	—
Cluster Side Bleed		.034	—	—	—	—	.036	.036	—
Cluster Crossover Chan.		—	—	—	—	—	*.125	*.125	—
Cluster Channel Rest.		.048	—	.036	—	—	.037	.045	—
Lower Idle Bleed		.033	—	.048	—	—	—	—	—
Idle Needle Orifice		.040	—	.052	—	—	.046	.046	—
Secondary Discharge Holes	Lower	.030	—	.035	.043	—	.028	.033	—
	Middle	.032	—	.026	—	—	.029	.027	—
	Upper	.032	—	.026	—	—	.032	.033	—
Spark Drilling		—	—	—	—	—	—	—	—
Choke Restriction	Channel	.089	—	.089	—	—	.096	.096	—
	By-Pass	—	—	.050	—	—	.082	.082	—
Choke Piston Restriction		.028	—	.032	—	—	—	—	—
Pump Jets		.026	—	.026	—	.030	.026	.026	.030
Pump Capacity cc/10 Stroke		18.5-21.5	—	18.5-21.5	—	16-19	16-19	16-19	16-19

* THRU CROSS CHANNEL

1959
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		BUICK		CADILLAC				CHEVROLET PASSENGER			
APPLICATION		ALL		STANDARD AND AIR CONDITIONED				6-CYLINDER		V-8	
				TRIPLE PACK		——		P/G	S/M	S/M	P/G & T/G
CARBURETOR MODEL		4GC		2G	2GC	4GC		BC	BC	2GC	2GC
CARBURETOR PART NO.		7013044		FRONT & REAR 7013033 7013035	CENTER 7013034 7013037	7013030 7013031		7013000	7013003 7013005	7013007	7013008 7013018 7013082
		PRIMARY	SECONDARY	—	—	PRIMARY	SECONDARY	—	—	—	—
Large Venturi		1-1/8"	1-15/32"	1-5/16"	1-1/4"	1-1/8"	1-15/32"	1-11/32"	1-11/32"	1-3/32"	1-3/32"
Small Venturi		1/4"	1/4	1/8"	1/8"	1/4"	1/4"	19/32"	19/32"	1/8"	1/8"
Bore		1-9/16"	1-11/16	1-11/16"	1-7/16"	1-7/16"	1-11/16"	1-9/16"	1-9/16"	1-7/16"	1-7/16"
Main Metering Jets		.050	.077	.067	.060	.058	.084	.053	.057	.056	.055
Nozzle Clearance		.106	.0	.050	.0	.050	.0	—	—	.0	.0
Main Well Vent		.026	.035	.039	.031	.042	.028	—	—	.031	.031
Power Restrictions		.044	—	—	.038	.036	—	.044	.040	.028	.034
Idle Tube Restrictions		.028	.030	—	.033	.035	.038	.053	.067	.026	.026
Cluster Top Bleed		.034	.048	—	.034	.052	.052	(2) .028*	(2) .028*	.032	.040
Cluster Side Bleed		.030	.040	—	**.030	—	—	—	—	.036	.036
Cluster Crossover Chan.		—	—	—	.125	—	—	—	—	.125	.125
Cluster Channel Rest.		.046	—	—	.052	.053	—	—	—	.045	.042
Lower Idle Bleed		.036	.081	—	—	.036	.060	—	—	—	—
Idle Needle Orifice		.040	—	—	.046	.046	—	.080	.080	.036	.036
Secondary Discharge Holes	Lower	(2) .030	.025	—	.032	.034	—	.040	.040	.031	.031
	Middle	.033	—	—	.030	.026	—	.028	.028	.026	.026
	Upper	.033	—	—	.030	—	—	—	—	.028	.028
Spark Drilling		.080	—	—	(2) .040	(4) .070	—	(4) .050	(4) .050	—	—
Choke Restriction	Channel	.125	—	—	.096	.086	—	—	—	.089	.089
	By-Pass	—	—	—	—	—	—	.089	.040	—	—
Choke Piston Restrictions		—	—	—	—	—	—	.028	.028	(2) .035	(2) .035
Pump Jets		.026	—	.030	.028	.026	—	.031	.031	.026	.026
Pump Capacity cc/10 Stroke		24-27	—	20-23	15-18	13.5-16.5	—	12-16	12-16	15-18	15-18

** OVER IDLE CHANNEL

* BAR BLEED

1958
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		PONTIAC "70" SERIES (CANADA)							PONTIAC								
		6 CYLINDER		V-8					V-8						TRIPLE-PACK		
APPLICATION		P/G	S/M	P/G & T/G	S/M		P/G & T/G		H/M		S/M		H/M		S/M & H/M	H/M	S/M
CARBURETOR MODEL		BC	BC	2GC	2GC	2GC	4GC		2GC	2GC	2GC	2GC	4GC		2GC	2GC	2GC
CARBURETOR PART NO.		7011870	7011871	7012452 7013652	7012153	7012451	7012128		7011702	7012702	7011703	7012703	7011701		Front & Rear 7011705 7011707	Center 7011706	Center 7011709
		—	—	—	—	—	PRIM.	SEC.	—	—	—	—	PRIM.	SEC.	—	—	—
Large Venturi		1-15/32"	1-15/32"	1-3/32"	1-3/32"	1-3/32"	1"	1-1/16"	1-5/16"	1-5/16	1-1/4"	1-1/4"	1-1/8"	1-15/32"	1-1/4"	1-1/4"	1-1/4"
Small Venturi		.593	.593	1/8"	1/8"	1/8"	1/4"	1/4"	1/8"	1/8	1/8"	1/8"	1/4"	1/4"	1/8"	1/8"	1/8"
Bore		1-11/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-11/16"	1-11/16	1-11/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.061	.060	.056	.053	.056	.048	.053	.069	.068	.065	.064	.055	.084	.056	.061	.060
Nozzle Clearance		—	—	.0	.0	.0	.0	.0	.038	.038	.038	.070	.040	.0	.070	.070	.070
Main Well Vent		—	—	.028	.028	.028	.040	.026	.038	.043	.038	.043	.032	.028	.031	.031	.031
Power Restrictions		.050	.052	.038	.039	.039	.042	—	.056	.060	.052	.052	.043	—	—	.051	.050
Idle Tube Restrictions		.078	.078	.029	.030	.026	.027	—	.033	.031	.034	.030	.028	.026	—	.026	.030
Cluster Top Bleed		.028*	.028*	.036	.032	.032	.034	—	.040	.040	.040	.040	.046	.050	—	.038	.036
Cluster Side Bleed		—	—	.028	.036	.036	.034	—	.028	.028	.028	.028	.028	—	—	.028	.028
Cluster Crossover Chan.		—	—	.125	.125	.125	—	—	.125	.125	.125	.125	—	—	—	.125	.125
Cluster Channel Rest.		—	—	.042	.042	.046	.048	—	.041	.049	.039	.052	.055	—	—	.045	.052
Lower Idle Bleed		—	—	—	—	—	.033	—	—	—	—	—	.031	.042	—	—	—
Idle Needle Orifice		.080	.080	.040	.040	.040	.046	—	.046	.052	.046	.052	.046	—	—	.046	.046
Secondary Discharge Holes	1st	.042	.042	.031	.028	.031	.030	—	.035	.030	.032	.032	.030	.026	—	.030	.030
	2nd	.028	.028	.026	.026	.026	.032	—	.030	.028	.029	.036	.026	—	—	.027	.027
	3rd	—	—	.028	.032	.028	.032	—	.028	.030	.027	.038	.028	—	—	.028	.028
	4th	—	—	—	—	—	—	—	—	.028	—	.032	.027	—	—	—	—
Spark Drilling		(2) .040	(2) .040	(2) .040	(2) .040	(2) .040	(4) .052	—	(2) .040	(2) .070	(2) .040	(2) .040	(2) .070	—	—	.063	.063
Choke Restriction	Channel	.089	.089	.089	.089	.089	.089	—	.076	.076	.076	.076	.082	—	—	.125	.125
	By-Pass	—	—	—	.040	—	—	—	—	—	—	—	—	—	—	—	—
Choke Piston Restriction		.028	.028	(2) .035	.035	(2) .035	.028	—	—	—	—	—	—	—	—	—	—
Pump Jets		.031	.031	.026	.026	.026	.026	—	.026	.028	.026	.028	.026	—	.030	.026	.026
Pump Capacity cc/10 Stroke		12-16	15.5-19.5	15-18	15-18	15-18	18.5-21.5	—	15-18	15-18	15-18	15-18	16-19	—	20-23	15-18	15-18

* BAR BLEED

1958
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		CHEVROLET AND G.M.C. CANADA TRUCK								OLDSMOBILE				
APPLICATION		283 CU. IN. V-8 W/VEL. GOV.		283 CU. IN. V-8 S/M		283 CU. IN. V-8 P/G		348 CU. IN. V-8 —		SUPER "88" and "98"		"88"	TRIPLE PACK	
CARBURETOR MODEL		2G	2G	4G		4G		4G		4GC		2GC	2G	2GC
CARBURETOR PART NO.		7012047	7012455	7012303		7011487		7012145		7012400 7012401		7012450	Front & Rear 7011712 7011714	Center 7012913 7011713
		—	—	PRIM.	SEC.	PRIM.	SEC.	PRIM.	SEC.	PRIM.	SEC.	—	—	—
Large Venturi		1-3/32"	1-3/32"	1"	1-1/16"	1"	1-1/16"	1-1/8"	1-1/4"	1-1/8"	1-15/32"	1-1/4"	1-1/4"	1-1/4"
Small Venturi		1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"
Bore		1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-5/16"	1-5/16"	1-7/16"	1-7/16"	1-9/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.053	.053	.048	.047	.048	.047	.054	.067	.054	.088	.059	.065	.059
Nozzle Clearance		.0	.0	.0	.0	.0	.0	.0	.0	.073	.100	.070	.070	.070
Main Well Vent		.032	.035	.032	.026	.032	.026	.032	.026	.030	.032	.031	.031	.031
Power Restrictions		.039	.046	.034	—	.034	—	.058	—	.057	—	.040	—	.053
Idle Tube Restrictions		.032	.028	.030	.026	.030	.026	.029	.040	.029	—	.032	—	.032
Cluster Top Bleed		.032	.032	.032	.046	.032	.046	.032	.035	.034	—	.039	—	.039
Cluster Side Bleed		.036	.036	—	.040	—	.040	—	.067	.034	—	.033**	—	.033**
Cluster Crossover Chan.		.125	.125	—	—	—	—	—	—	—	—	.125	—	.125
Cluster Channel Rest.		.036	.042	—	.035	—	.035	.047	—	.060	—	.057	—	.057
Lower Idle Bleed		—	—	.067	—	.067	—	.045	.098	.040	—	—	—	—
Idle Needle Orifice		.040	.040	.046	—	.046	—	.046	—	.046	—	.046	—	.046
Secondary Discharge Holes	Lower	.028	.028	.030	.025	.030	.025	.031	.025	.026	—	.027	—	.027
	Middle	.026	.026	—	—	—	—	.027	—	.028	—	.026	—	.026
	Upper	.028	.028	—	—	—	—	.027	—	.030	—	.030	—	.030
Spark Drilling		(2) .040	(2) .040	—	—	—	—	—	—	—	—	—	—	—
Choke Restriction	Channel	—	—	—	—	—	—	—	—	.093	—	.089	—	.089
	By-Pass	—	—	—	—	—	—	—	—	—	—	—	—	—
Choke Piston Restriction		—	—	—	—	—	—	—	—	—	—	.032	—	.032
Pump Jets		.026	.026	.026	—	.026	—	.026	—	.029	—	.030	.030	.030
Pump Capacity cc/10 Stroke		15-18	15-18	18.5-21.5	—	18.5-21.5	—	18.5-21.5	—	22.5-25.5	—	15-18	15-18	15-18

** OVER IDLE CHANNEL

1958
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		CHEVROLET PASSENGER											CHEVROLET AND G.M.C. CANADA TRUCK			
		V-8							V-8 TRIPLE-PACK				283 CU. IN. V-8			
APPLICATION		S/M		P/T & T/G	283 CU. IN. P/G & T/G		348 CU. IN. P/G & T/G		S/M, P/G, T/G	S/M	P/G & T/G	S/M, P/G, T/G	STANDARD		W/VAC. GOV.	
CARBURETOR MODEL		2GC	2GC	2GC	4GC		4GC		2G	2GC	2GC	2G	2G	2G	2G	2G
CARBURETOR PART NO.		7012133	7012451	7012452 7013652	7012128		7011108		FRONT 7011951 7012851	CENTER 7011952	CENTER 7012503	REAR 7011953 7012853	7012035	7012453	7012233	7012457
		—	—	—	PRIM.	SEC.	PRIM.	SEC.	—	—	—	—	—	—	—	—
Large Venturi		1-3/32"	1-3/32"	1-3/32"	1"	1-1/16"	1-1/8"	1-1/4"	1-1/4"	1-3/16"	1-3/16"	1-1/4"	1-3/32"	1-3/32"	1-3/32"	1-3/32"
Small Venturi		1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"
Bore		1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-1/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.053	.056	.056	.048	.053	.058	.065	.063	.059	.061	.055	.053	.053	.052	.052
Nozzle Clearance		.0	.0	.0	.0	.0	.070	.0	.0	.070	.070	.0	.0	.0	.0	.0
Main Well Vent		.028	.028	.028	.040	.026	.032	.026	.031	.028	.028	.031	.032	.035	.028	.028
Power Restrictions		.039	.039	.038	.042	—	.057	—	—	.051	.048	—	.039	.046	.036	.046
Idle Tube Restrictions		.030	.026	.029	.027	—	.033	—	—	.031	.029	—	.032	.028	.036	.036
Cluster Top Bleed		.032	.032	.036	.034	—	.034	—	—	.032	.032	—	.032	.032	.032	.032
Cluster Side Bleed		.036	.036	.028	.034	—	—	—	—	.036	.036	—	.036	.036	.036	.036
Cluster Crossover Chan.		.125	.125	.125	—	—	—	—	—	.125	.125	—	.125	.125	.125	.125
Cluster Channel Rest.		.042	.046	.042	.048	—	.038	—	—	.036	.039	—	.036	.042	.032	.033
Lower Idle Bleed		—	—	—	.033	—	.048	—	—	—	—	—	—	—	—	—
Idle Needle Orifice		.040	.040	.040	.046	—	.046	—	—	.040	.046	—	.040	.040	.040	.040
Secondary	Lower	.028	.031	.031	.030	—	.035	—	—	.028	.033	—	.028	.028	.026	.028
Discharge	Middle	.026	.026	.026	.032	—	.026	—	—	.029	.029	—	.026	.026	.025	.025
Holes	Upper	.032	.028	.028	.032	—	.026	—	—	.032	.035	—	.028	.028	—	—
Spark Drilling		(2) .040	(2) .040	(2) .040	(4) .052	—	(4) .052	—	—	(2) .040	(2) .040	—	(2) .040	(2) .040	—	—
Choke	Channel	.089	.089	.089	.089	—	.089	—	—	.089	.089	—	—	—	—	—
Restriction	By-Pass	.040	—	—	—	—	—	—	—	.040	.040	—	—	—	—	—
Choke Piston Restriction		(2) .035	(2) .035	(2) .035	.028	—	.032	—	—	.032	.032	—	—	—	—	—
Pump Jets		.026	.026	.026	.026	—	.026	—	.030	.026	.026	.030	.026	.026	.026	.026
Pump Capacity cc/10 Stroke		15-18	15-18	15-18	18.5-21.5	—	18.5-21.5	—	20-23	15-18	16-19	20-23	15-18	15-18	15-18	15-18

1958
ROCHESTER CARBURETOR SPECIFICATIONS

CAR MANUFACTURER		BUICK				CADILLAC						CHEVROLET PASSENGER	
APPLICATION		50 - 60 - 70 - 700				STD. AND A.C.		TRIPLE PACK				6 CYLINDER	
CARBURETOR MODEL		4GC		4GC		4GC		STD. & A.C.	STD. & A.C.	STD. & A.C.	STD. & A.C.	S/M	P/G
CARBURETOR PART NO.		7011600		7013100		7012910 7012811 7012010 7012011		2G Front & Rear 7012201 7012203	2G Front & Rear 7012901 7012903	2GC Center 7012202 7012205	2GC Center 7012902 7012905	BC 7012127	BC 7011102
		PRIM.	SEC.	PRIM.	SEC.	PRIM.	SEC.	—	—	—	—	—	—
Large Venturi		1-5/16"	1-15/32"	1-5/16"	1-15/32"	1-1/8"	1-15/32"	1-1/4"	1-1/4"	1-1/4"	1-1/4"	1-11/32"	1-11/32"
Small Venturi		1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	19/32"	19/32"
Bore		1-9/16"	1-11/16"	1-9/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-9/16"	1-9/16"
Main Metering Jets		.063	.075	.062	.075	.059	.082	.060	.060	.060	.060	.057	.056
Nozzle Clearance		.106	.0	.106	.0	.050	.0	.070	.070	.0	.0	—	—
Main Well Vent		.026	.035	.030	.035	.032	.028	.031	.031	.031	.031	—	—
Power Restrictions		.052	—	.052	—	.032	—	—	—	.044	.044	.045	.048
Idle Tube Restrictions		.031	.030	.029	.030	.035	.031	—	—	.032	.032	.070	.074
Cluster Top Bleed		.034	.048	.034	.048	.052	.052	—	—	.034	.034	(2) .028*	(2) .028*
Cluster Side Bleed		.030	.040	.030	.040	—	—	—	—	.030**	.030**	—	—
Cluster Crossover Chan.		—	—	—	—	—	—	—	—	.125	.125	—	—
Cluster Channel Rest.		.046	—	.046	—	.051	—	—	—	.051	.053	—	—
Lower Idle Bleed		.036	.081	.036	.081	.031	.040	—	—	—	—	—	—
Idle Needle Orifice		.040	—	.040	—	.046	—	—	—	.046	.046	.080	.080
Secondary Discharge Holes	Lower	.030	.025	.030	.025	.034	—	—	—	.032	.032	.040	.040
	Middle	.028	—	.033	—	.026	—	—	—	.030	.030	.028	.028
	Upper	.026	—	.033	—	—	—	—	—	.030	.030	—	—
Spark Drilling		(1) .080	—	(1) .080	—	(4) .070	—	—	—	(2) .040	(2) .040	(4) .050	(4) .050
Choke Restriction	Channel	.125	—	125	—	.086	—	—	—	.086	.096	—	—
	By-Pass	—	—	—	—	—	—	—	—	—	—	.040	.089
Choke Piston Restriction		—	—	—	—	—	—	—	—	—	—	.028	.028
Pump Jets		.026	—	.026	—	.026	—	.030	.030	.028	.028	.031	.031
Pump Capacity cc/10 Stroke		24-27	—	24-27	—	13.5-16.5	—	20-23	20-23	15-18	15-18	12-16	12-16

** OVER IDLE CHANNEL

* BAR BLEED

Ref. U.S. 9D-1D, 3-1959 --- 9 - WD 6-8 L.M.

U.M.S. - AC DIVISION

GM U-M-S PARTS SALES — UNITED MOTORS SYSTEM

1960
ROCHESTER CARBURETOR SPECIFICATIONS

BULLETIN 9D-1E
DATE: OCTOBER, 1959

CARBURETOR PART No.		7013000	7013003	7013004 PRIM.	7013004 SEC.	7013005	7013006 PRIM.	7013006 SEC.	7013007	7013008	7013010 PRIM.	7013010 SEC.	7013011	7013012 PRIM.	7013012 SEC.	7013015	7013016	7013017	7013018	7013020	7010326
Large Venturi		1-11/32"	1-11/32"	1"	1-1/16"	1-11/32"	1-1/8"	1-1/4"	1-3/32"	1-3/32"	1"	1-1/16"	1-3/32"	1-1/8"	1-1/4"	1-1/4"	1-3/16"	1-1/4"	1-3/32"	1-3/16"	1-3/16"
Small Venturi		19/32"	19/32"	1/4"	1/4"	19/32"	1/4"	1/4"	1/8"	1/8"	1/4"	1/4"	1/8"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"
Bore		1-9/16"	1-9/16"	1-5/16"	1-5/16"	1-9/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-5/16"	1-5/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"	1-7/16"
Main Metering Jets		.053	.057	.047	.055	.057	.056	.068	.058	.055	.047	.055	.052	.056	.068	.060	.060	.061	.055	.063	.060
Nozzle Clearance		—	—	Zero	Zero	—	.045	Zero	Zero	Zero	Zero	Zero	Zero	.045	Zero	.106	.070	.106	Zero	.070	.070
Main Well Bleed		—	—	.045	.026	—	.032	.026	.035	.035	.045	.026	.035	.032	.026	.031	.031	.031	.035	.033	.031
Auxiliary Main Well Bleed		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Power Restrictions		.044	.039	.042	—	.039	.037	—	.030	.033	.042	—	.046	.037	—	—	.041	—	.033	.033	.041
Idle Tube Restrictions		.063	.067	.029	—	.067	.033	.036	.027	.026	.029	—	.028	.033	.036	—	.026	—	.026	.026	.026
Cluster Top Bleed		(2) .028*	(2) .028*	.034	—	(2) .028*	.034	.034	.032	.040	.034	—	.032	.034	.034	—	.032	—	.040	.032	.032
Cluster Side Idle Bleed		—	—	.034	—	—	—	—	—	—	.034	—	—	—	—	—	—	—	—	—	—
Cluster Idle Channel Restriction		—	—	.046	—	—	.033	—	.042	.040	.046	—	.038	.033	—	—	.037	—	.040	.047	.037
Cluster Idle Bleed Thru Cross Channel		—	—	—	—	—	—	—	.036	.036	—	—	.036	—	—	—	.036	—	.036	.036	.036
Lower Idle Bleed		—	—	.033	—	—	.048	—	—	—	.033	—	—	.048	—	—	—	—	—	—	—
Idle Needle Hole		.080	.080	.052	—	.080	.052	—	.036	.036	.052	—	.036	.052	—	—	.046	—	.036	.046	.046
Secondary Discharge Holes	1st	.040	.040	.030	—	.040	.035	.043	.031	.031	.030	—	.028	.035	.043	—	.028	—	.031	.033	.028
	2nd	.028	.028	.038	—	.028	.026	—	.026	.026	.038	—	.026	.026	—	—	.027	—	.026	.027	.027
	3rd	—	—	.038	—	—	.026	—	.028	.028	.038	—	.028	.026	—	—	.030	—	.028	.033	.030
	4th	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spark Drilling		(4) .050	(4) .050	—	—	(4) .050	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Choke	Channel	—	—	.089	—	—	.089	—	.089	.089	.089	—	—	.089	—	—	.096	—	.089	.096	.096
Restriction	By-Pass	.089	.040	—	—	.040	—	—	—	—	—	—	—	—	—	—	.082 H.I.	—	—	.082 H.I.	.082 H.I.
Choke Piston Restriction		.028	.028	.028	—	.028	.032	—	(2) .035	(2) .035	.028	—	—	.032	—	—	—	—	(2) .035	—	—
Pump Jets		.031	.031	.026	—	.031	.026	—	.026	.026	.026	—	.026	.026	—	.030	.026	.030	.026	.026	.026
Pump Capacity cc/10 Strokes		12-16	12-16	18.5-21.5		12-16	18.5-21.5		15-18	15-18	18.5-21.5		15-18	18.5-21.5		16-19	16-19	16-19	15-18	16-19	16-19

9-WD-6-8, LM

* BAR BLEED

THESE SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

H. I. — HEAT INLET

FORM 1365

PRINTED IN CANADA

1960
ROCHESTER CARBURETOR SPECIFICATIONS

CARBURETOR PART No.		7013030		7013031		7013033	7013034	7013035	7013037	7013063	7013065	7013080	7013081	7013950		7013952		7013955	7013956	7015011
		PRIM.	SEC.	PRIM.	SEC.									PRIM.	SEC.	PRIM.	SEC.			
Large Venturi		1-1/8"	1-15/32"	1-1/8"	1-15/32"	1-5/16"	1-1/4"	1-5/16"	1-1/4"	1-5/16"	1-5/16"	1-15/32"	1-15/32"	1-1/8"	1-15/32"	1-1/8"	1-15/32"	1-1/16"	1-1/16"	1-11/32"
Small Venturi		1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	19/32"	19/32"	1/4"	1/4"	1/4"	1/4"	19/32"	19/32"	19/32"
Bore		1-7/16"	1-11/16"	1-7/16"	1-11/16"	1-11/16"	1-7/16"	1-11/16"	1-7/16"	1-11/16"	1-11/16"	1-11/16"	1-11/16"	1-9/16"	1-11/16"	1-9/16"	1-11/16"	1-9/16"	1-9/16"	1-9/16"
Main Metering Jets		.058	.084	.058	.084	.069	.060	.069	.060	.066	.066	.060	.059	.056	.080	.056	.080	.042	.042	.054
Nozzle Clearance		.050	Zero	.050	Zero	.050	Zero	.050	Zero	Zero	Zero	—	—	.073	Zero	.073	Zero	—	—	—
Main Well Bleed		.042 —	.028 —	.042	.028	.045	.031	.045	.031	.034	.034	—	—	.030	.028	.030	.028	—	—	—
Auxiliary Main Well Bleed		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Power Restrictions		.036	—	.036	—	—	.038	—	.038	—	—	.053	.052	.048	—	.048	—	.028	.028	.056
Idle Tube Restrictions		.035	.038	.035	.038	—	.033	—	.033	—	—	.073	.073	.027	.038	.027	.038	.063	.063	.067
Cluster Top Bleed		.052	.052	.052	.052	—	.034	—	.034	—	—	(2) .028*	(2) .028*	.030	.052	.030	.052	(2).028*	(2).028*	(2).028*
Cluster Side Idle Bleed		—	—	—	—	—	—	—	—	—	—	—	—	.030	—	.030	—	—	—	—
Cluster Idle Channel Restriction		.053	—	.053	—	—	.052	—	.052	—	—	—	—	.046	—	.046	—	—	—	—
Cluster Idle Bleed Thru Cross Channel		—	—	—	—	—	.030	—	.030		—	.028	.028	—	—	—	—	.028	.028	.028
Lower Idle Bleed		.036	.060	.036	.060	—	—	—	—	—	—	—	—	.040	.046	.040	.046	—	—	—
Idle Needle Hole		.046	—	.046	—	—	.046	—	.046	—	—	.080	.080	.046	—	.046	—	.080	.080	.073
Secondary Discharge Holes	1st	.034	.062	.034	—	—	.032	—	.032	—	—	.042	.042	.026	—	.026	—	.040	.040	.044
	2nd	.026	—	.026	—	—	.030	—	.030	—	—	.026	.028	.028	—	.028	—	.028	.028	.032
	3rd	—	—	—	—	—	.030	—	.030	—	—	—	—	.026	—	.026	—	—	—	—
	4th	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spark Drilling		.046	—	.046	—	—	(2).040	—	(2).040	—	—	(2) .040	(2) .040	.125	—	.125	—	(4) .050	(4) .050	(2).040
Choke Restriction	Channel	.086	—	.086	—	—	.096	—	.096	—	—	—	—	.120	—	.120	—	—	—	—
	By-Pass	—	—	—	—	—	—	—	—	—	—	.089	.089	—	—	—	—	.040	.089	—
Choke Piston Restriction		—	—	—	—	—	—	—	—	—	—	.028	.028	—	—	—	—	.028	.028	—
Pump Jets		.026	—	.026	—	.030	.028	.030	.028	.030	.030	.031	.031	.029	—	.029	—	.031	.031	.031
Pump Capacity cc/10 Strokes		9.0-12.0		9.0-12.0		12-15	15-18	12-15	15-18	18.5-21.5	18.5-21.5	12-16	15.5-19.5	20.5-23.5		20.5-23.5		12-16	12-16	12-16

* BAR BLEED

THESE SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

GM U·M·S PARTS SALES
UNITED MOTORS SYSTEM

1960
ROCHESTER CARBURETOR SPECIFICATIONS

CARBURETOR PART No.		7015013	7015015	7015017	7015019	7015021	7015025		7015040		7015052	7015058	7015062	7015066	7015068	7015070	7015073	7015076	7015300
							PRIM.	SEC.	PRIM.	SEC.									
Large Venturi		1-15/32"	1-3/32"	1-3/32"	1-3/32"	1-1/16"	1-1/8"	1-1/4"	1-1/8"	1-15/32"	1/4"	1-1/4"	1-1/4"	1-1/4"	1-1/4"	1-1/4"	1-1/4"	1-1/4"	1"
Small Venturi		19/32"	1/8"	1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	—
Bore		1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-9/16"	1-7/16"	1-7/16"	1-9/16"	1-11/16"	1-11/16"	1-11/16"	1-7/16"	1-7/16"	1-7/16"	1-11/16"	1-7/16"	1-7/16"	1-1/4"
Main Metering Jets		.064	.052	.054	.054	.043	.053	.070	.051	.077	.062	.064	.063	.063	.060	.064	.065	.063	.052
Nozzle Clearance		—	Zero	Zero	Zero	—	Zero	Zero	.106	Zero	Zero	.030	.070	.070	.070	.026	.070	.070	Siphon Bleed .036
Main Well Bleed		—	.035	.028	.028	—	.032	.026	.026	.035	.030	.030	.033	.031	.032	.034	.034	.031	.045
Auxiliary Main Well Bleed		—	—	—	—	—	—	—	—	—	.032	.032	—	—	—	—	—	—	—
Power Restrictions		.054	.046	.042	.050	.025	.050	—	.045	—	.046	.044	.039	.041	.048	.046	.032	.041	—
Idle Tube Restrictions		.063	.028	.037	.037	.065	.028	.040	.028	.030	.029	.028	.026	.027	.030	.028	.029	.027	.032
Cluster Top Bleed		(1) .028*	.032	.032	.032	(2) .028*	.032	.035	.034	.048	.040	.040	.038	.038	.037	.038	.038	.038	.036
Cluster Side Idle Bleed		—	—	—	—	—	—	.067	.030	.040	.036	.036	.028	.028	.028	.028	.028	.028	.040
Cluster Idle Channel Restriction		—	.038	.033	.033	—	.047	—	.045	—	.050	.057	.043	.043	.052	.052	.044	.043	.028
Cluster Idle Bleed Thru Cross Channel		.028	.036	.036	.036	.028	—	—	—	—	.028	.028	.028	.028	.028	.028	.028	.028	—
Lower Idle Bleed		—	—	—	—	—	.045	.098	.036	.081	—	—	—	—	—	—	—	—	—
Idle Needle Hole		.073	.036	.036	.036	.073	.052	—	.040	—	.052	.052	.049	.049	.049	.052	.049	.049	.046
Secondary Discharge Holes	1st	.035	.028	.028	.028	.044	.031	.025	.032	.025	.026	.026	.030	.030	.030	.032	.030	.030	.205 x .030 Port
	2nd	.028	.026	.025	.025	.032	.027	—	.033	—	.028	.028	.029	.029	.029	.032	.029	.029	
	3rd	—	.028	—	—	—	.027	—	.033	—	.027	.029	.028	.028	.028	.036	.028	.028	
	4th	—	—	—	—	—	—	—	—	—	.026	.026	—	—	—	—	—	—	
Spark Drilling		(2) .040	—	—	—	(2) .040	—	—	.080	—	—	—	—	—	—	—	—	—	Port .024 x .065
Choke	Channel	—	—	—	—	—	—	—	.089	—	.182	.182	.125	.125	.125	.076	.125	—	—
Restriction	By-Pass	—	—	—	—	—	—	—	—	—	—	—	.0 89 H.I.	.082 H.I.	.082 H.I.	—	.089 H.I.	.082 H.I.	—
Choke Piston Restriction		—	—	Gov. Vac. Res. in Thr. Body .047	Gov. Vac. Res. in Thr. Body .035	—	Governor Vacuum Restriction in Thr. Body .040		—	—	.032	.032	—	—	—	—	—	—	—
Pump Jets		.031	.026	.026	.026	.031	.026	—	.026	—	.030	.030	.026	.026	.026	.028	.026	.026	.022
Pump Capacity cc/10 Strokes		12-16	15-18	15-18	15-18	12-16	18.5-21.5		24.0-27.0 Rod Center Hole		20-23	20-23	15-18	15-18	15-18	15-18	15-18	15-18	5.5-7.5

* BAR BLEED

THESE SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

H. I. — HEAT INLET

UNITED MOTORS SERVICE - AC DIVISION

GENERAL MOTORS PRODUCTS OF CANADA LIMITED

OSHAWA, ONTARIO

Temporary
Bull. 9D-2GCC
Date 11-1-55
Page 1.
File Under:
Service
Instructions

ROCHESTER CARBURETORS

SUBJECT -- 1956 ADJUSTMENT BULLETIN - Model 2GC, Concentric Construction

1. FLOAT LEVEL

With the air horn inverted and the gasket in place, position the gauge over the floats as shown, so that it rests against the curvature of the air horn. Bend at the float arm until the floats just touch the gauge. Bend the arms sideways to center floats between gauge legs.

OLDSMOBILE 1-7/16" Gauge BT-125

2. FLOAT DROP

Bend the float tang toward the needle seat to lessen the drop and away from the seat to increase the drop. The correct drop is 2" measured from the air horn gasket to the bottom of the float.

3. PUMP ROD

With the fast idle and idle stop screws backed out and the throttle valves completely closed, bend the pump rod as necessary with Tool BT-18 to obtain a dimension of 3/16" (Tool BT-126) from the top of the air horn casting to the top of the pump rod.

OLDSMOBILE 3/16" Gauge BT-126

4. IDLE VENT

With the throttle valves completely closed, bend the tang with tool BT-69 to obtain a measurement of 3/32" from the seat in the air horn to the leading edge of the valve.

OLDSMOBILE 3/32" Tool BT-69

5. AUTOMATIC CHOKE

Loosen the three retaining screws and rotate the choke cover counterclockwise against the coil tension until the index mark is in line with the index point on the choke housing. At room temperature the choke valve should be lightly closed.

6. CHOKE ROD

Turn the idle screw in until it just contacts the second step of the fast idle cam. With the screw resting on the second step and against the high step, bend the choke lever tang with Tool BT-69 as necessary to admit the small end of the gauge between the upper edge of the choke valve and the air horn wall.

OLDSMOBILE .073 Gauge BT-127

7. UNLOADER

With the throttle valves wide open, the large end of Gauge BT-127 should just fit between the upper edge of the choke valve and the air horn wall. To adjust, bend the throttle lever tang with Tool BT-69

OLDSMOBILE .155 Gauge BT-127

UNITED MOTORS SERVICE - AC DIVISION

GENERAL MOTORS PRODUCTS OF CANADA LIMITED

OSHAWA, ONTARIO

ROCHESTER CARBURETORS

SUBJECT: 1958 ADJUSTMENT BULLETIN - Model 7GC, Concentric Construction

UNITED MOTORS SERVICE - AC DIVISION

GENERAL MOTORS PRODUCTS OF CANADA LIMITED

OSHAWA, ONTARIO

Temporary Bulletin	9D-2GCS
Date	11-1-55
Page	1.
File Under:	Service Instructions

ROCHESTER CARBURETORS

SUBJECT -- 1956 ADJUSTMENT BULLETIN - Models 2G and 2GC, Sidebowl Construction

1. FLOAT LEVEL

With the air horn inverted and the gasket in place, position the float level gauge over the float so that it rests against the pump side of the power piston shaft, with the outer gauge leg in line with the center of the float. Bend the float arm to adjust.

CHEVROLET 1-1/4" Gauge BT-129
PONTIAC 1-15/64" Gauge BT-130

2. FLOAT DROP (All 2GC and 2G Sidebowl)

Bend the float tang as required to obtain a distance of 1-29/32" from the gasket surface to the bottom of the float, with the air horn upright and the float hanging free. Use scale or scribed mark on float and pump gauge.

3. PUMP ROD

With the idle screw backed out and the throttle valves completely closed, bend the pump rod as necessary with tool BT-18 to obtain a distance of 57/64" from the top of the air horn casting to the top of the pump rod.

CHEVROLET 57/64" Gauge BT-129
PONTIAC 57/64" Gauge BT-130

4. AUTOMATIC CHOKE (Model 2GC only)

Loosen the three retaining screws and rotate the choke cover counter-clockwise against coil tension until the index mark is in line with the index point on the choke housing. At room temperature the choke valve should be lightly closed.

5. CHOKE ROD (Model 2GC only)

Turn the idle screw in until it just contacts the second step of the fast idle cam. With the screw resting on the second step and against the high step, bend the choke lever tang with Tool BT-69 as necessary to admit the small end of the gauge between the upper edge of the choke valve and the air horn wall.

CHEVROLET .089 Gauge BT-108
PONTIAC .061 Gauge BT-128

6. UNLOADER (Model 2GC only)

Bend the unloader tang as necessary with Tool BT-69 to provide clearance for the large end of the gauge when the throttles are opened wide.

CHEVROLET .360 BT-108
PONTIAC .163 BT-128

UNITED MOTORS SERVICE - AC DIVISION

GENERAL MOTORS PRODUCTS OF CANADA LIMITED

OSHAWA, ONTARIO

Temporary
Bulletin 9D-2GC-2
Date 11-1-65
Page 1.
File Under:
Service
Instructions

ROCHESTER CARBURETORS

SUBJECT -- 1956 ADJUSTMENT BULLETIN - Models 2G and 2GC, Sidedraft Construction

1. FLOAT LEVEL

With the air horn inverted and the gasket in place, position the float level gauge over the float so that it rests against the pump side of the power piston shaft, with the outer gauge leg in line with the center of the float. Bend the float arm to adjust.

CHEVROLET 1-1/4" Gauge BT-129
PONTIAC 1-15/64" Gauge BT-130

2. FLOAT DROP (All 2G and 2GC Sidedraft)

Bend the float tang as required to obtain a distance of 1-29/32" from the gasket surface to the bottom of the float, with the air horn upright and the float hanging free. Use scale or scribed mark on float and pump gauge.

3. PUMP ROD

With the idle screw backed out and the throttle valves completely closed, bend the pump rod as necessary with tool BT-19 to obtain a distance of 57/64" from the top of the air horn casting to the top of the pump rod.

CHEVROLET 57/64" Gauge BT-129
PONTIAC 57/64" Gauge BT-130

4. AUTOMATIC CHOKE (Model 2GC only)

Loosen the three retaining screws and rotate the choke cover counterclockwise against coil tension until the index mark is in line with the index point on the choke housing. At room temperature the choke valve should be tightly closed.

5. CHOKE ROD (Model 2GC only)

Turn the idle screw in until it just contacts the second step of the fast idle cam. With the screw pressing on the second step and against the high step, bend the choke lever tang with Tool BT-69 as necessary to admit the small end of the gauge between the upper edge of the choke valve and the air horn wall.

CHEVROLET .089 Gauge BT-129
PONTIAC .061 Gauge BT-128

6. UNLOADER (Model 2GC only)

Bend the unloader tang as necessary with Tool BT-69 to provide clearance for the large end of the gauge when the throttles are opened wide.

CHEVROLET .260 BT-129
PONTIAC .165 BT-128

UNITED MOTORS SERVICE - AC DIVISION

GENERAL MOTORS PRODUCTS OF CANADA LIMITED

OSHAWA, ONTARIO

Temporary
Bulletin 9D-4GC
Date 10-1-55
Page 1.
File Under:
Service
Instructions

ROCHESTER CARBURETORS

SUBJECT -- 1956 ADJUSTMENT BULLETIN - Model 4GC

1. FLOAT LEVEL

With the air horn gasket in place, position the gauge over the floats and against the curvature in the air horn bore. Bend the float arms at the rear of the assembly so floats just touch the gauge. Then bend float arms horizontally to center each pontoon between the gauge legs. Repeat with same gauge on other set of floats.

BUICK	1-17/64" GAUGE BT-117
CADILLAC & PONTIAC	1-19/32" GAUGE BT-101
OLDSMOBILE & PACKARD	1-5/8" GAUGE BT-89

2. FLOAT DROP (All 4GC's)

Bend the float tang as required to obtain a distance of 2-1/4" from the gasket surface to the bottom of the float, with the float hanging free.

3. PUMP ROD

With the fast idle and idle stop screws backed out and the throttle valves completely closed, bend the pump rod with Bending Tool BT-18 as necessary to obtain the correct dimension from the top surface of the air horn to the bottom of the pump plunger shaft.

BUICK	1-1/32"	PONTIAC	61/64"
CADILLAC	29/32"	PACKARD	1-1/16"
OLDSMOBILE	1-1/16"		

4. ATMOSPHERIC IDLE VENT (All 4GC's with vent)

With the primary throttle valves closed against a .063 wire gauge (BT-79), bend the idle vent tang with Bending Tool BT-69 so that the tang just touches the face of the valve.

5. AUTOMATIC CHOKE -(All but Cadillac)

Loosen the three retaining screws and rotate the choke cover counterclockwise against coil tension until the index mark is in line with the index point on the choke housing. At room temperature the choke valve should be lightly closed.

CHOKE MODIFIER (Cadillac only)

With the throttle valves fully closed, loosen the center lock screw and rotate the index pointer counterclockwise until the choke valve eloses and the pointer is positioned at the major index mark on the choke cover. Tighten the lock screw securely.

6. CHOKE ROD

With the fast idle screw resting on the second step of the fast idle cam and against the shoulder of the high step, bend the choke rod with Bending Tool BT-18 to obtain sufficient clearance to allow the insertion of the correct gauge between the upper edge of the choke valve and the dividing wall of the air horn.

BUICK	.140	GAUGE BT-115
CADILLAC	.040	GAUGE BT-102
OLDSMOBILE, PACKARD & PONTIAC	.052	GAUGE BT-28

7. UNLOADER

Bend the unloader tang with Bending Tool BT-69 as necessary to allow the insertion of the proper gauge between the upper edge of the choke valve and the dividing wall of the air horn, with the throttle valves wide open.

BUICK	.115	GAUGE BT-115
CADILLAC	.125	GAUGE BT-102
OLDSMOBILE, PACKARD & PONTIAC	.115	GAUGE BT-68

8. FAST IDLE

Turn the fast idle screw against the high step of the fast idle cam until the specified gauge just fits between the thorttle valve and bore, opposite the idle adjusting needles. This is a bench setting only, to provide an initial fast idle when the car is first started; when the engine reaches operating temperature, adjust the proper fast idle rpm with a tachometer.

BUICK	.024	GAUGE BT-90	1700 rpm
CADILLAC	.020	GAUGE BT-67	1700 rpm
OLDSMOBILE	.024	GAUGE BT-90	1500 rpm
PACKARD	"	" "	1700 rpm
PONTIAC	-	(Does not apply)	

9. SECONDARY LOCKOUT CLEARANCE (All 4GC's)

With the choke valve partially closed, there should be a clearance of .015 between the lockout lever and the fast idle cam, to allow free movement of the cam when the secondary throttle valves are closed. To adjust, bend with Tool BT-18 or Tool BT-91A.

10. SECONDARY CONTOUR CLEARANCE

With the choke valve fully open and the secondary throttle valves partly open, there should be sufficient clearance between the lockout lever and the fast idle cam to allow free movement of the secondary valve shaft. Adjust with Bending Tool BT-91A to the specification listed below.

BUICK & OLDSMOBILE	.030
CADILLAC, PACKARD & PONTIAC	.015

SPECIAL ADJUSTMENTS

STARTER SWITCH (Buick only)

With the throttle valves completely closed, make a pencil mark on the switch end of the primary throttle shaft, to line up with the longest of the three marks on the casting. As the throttle valves are opened, the switch should make contact with the pencil mark at some point between the two small marks on the housing. If the contact is too early, reduce the thickness of the brass shims; if the contact is too late, increase the total shim thickness (max. .066 total).

DAMPER VALVE (Buick only)

Remove the fast idle cam, then reinstall the cam attaching screw. Adjust the counterweight tang with Bending Tool BT-69 so that, with the #1 end of Gauge BT-116 resting on the cam screw shoulder, the top of the counterweight arm just touches the step of the gauge (51/64"). With the arm in this position, seat the valves against the outside of the bore and tighten them in place, making certain they are properly centered to allow free movement. Then readjust the tang with the #2 end of the gauge in place (53/64"), providing a stop to prevent the valve edges from striking the bore when the valve closes.

THROTTLE RETURN CHECK (Oldsmobile only)

Warm the engine to operating temperature, adjust the slow idle to 400 rpm in "drive". Shut off the ignition and remove the air cleaner. Manually close the choke valve to locate the fast idle screw on the correct point of the high step of the cam. Pencil mark the fast idle cam at the contact point of the fast idle cam at the contact point of the fast idle screw, so that the correct position can be rechecked with the air cleaner in place.

IT IS VERY IMPORTANT that all settings be made with the cam at this same closed choke position. Replace the air cleaner, start the engine and adjust the fast idle speed to 1500 rpm in neutral. With the engine off and the fast idle cam in the closed choke position, adjust the plunger screw on the throttle return check to obtain a .020" clearance between the screw head and the throttle lever.

CAUTIONS:

1. Always hold the plunger with a wrench while adjusting the screw, to avoid damage to the diaphragm from turning the plunger.
2. Any resetting of the slow idle speed will change the throttle lever position; the above adjustment must be repeated after any change in the slow idle adjustment.

CARBURETOR TOOLS AND GAUGES AS LISTED

ARE AVAILABLE THROUGH UMS DISTRIBUTORS