

CARBURETOR SERVICE PROCEDURE ROCHESTER DUAL JET 2-BARREL MODEL 2MC, M2MC

FORM NO.
16-R-27A

NOTE: Some versions of the Rochester Dual Jet carburetor may vary slightly in general design and appearance, but basic cleaning and adjustment procedures will remain the same.

1. DISASSEMBLY

Using the exploded view as a guide, disassemble carburetor only far enough to permit a thorough cleaning. Removal of choke or throttle valves is not necessary unless parts are bent, seized or damaged requiring repair or replacement. If removal is necessary, file staked ends of valve retaining screws prior to turning. Easiest disassembly of carburetor is accomplished by removing throttle body assembly first. Two screws are located at rear of air horn and two in throttle body base. **Caution:** (a) Two bowl cover screws are located in primary venturies. (b) To remove power piston, press piston assembly to bottom of bore and release allowing it to pop up. Repeat until plastic retainer is dislodged from bore.

Note: Do not remove idle mixture screw limiter caps unless recalibration is determined to be necessary after reassembly and new replacement limiter caps are available. If limiter caps are removed, the carburetor must be recalibrated with the required equipment to meet state and federal exhaust emission regulations. When limiter caps are removed, count number of turns required to seat the idle mixture screws to serve as a starting point during reassembly.

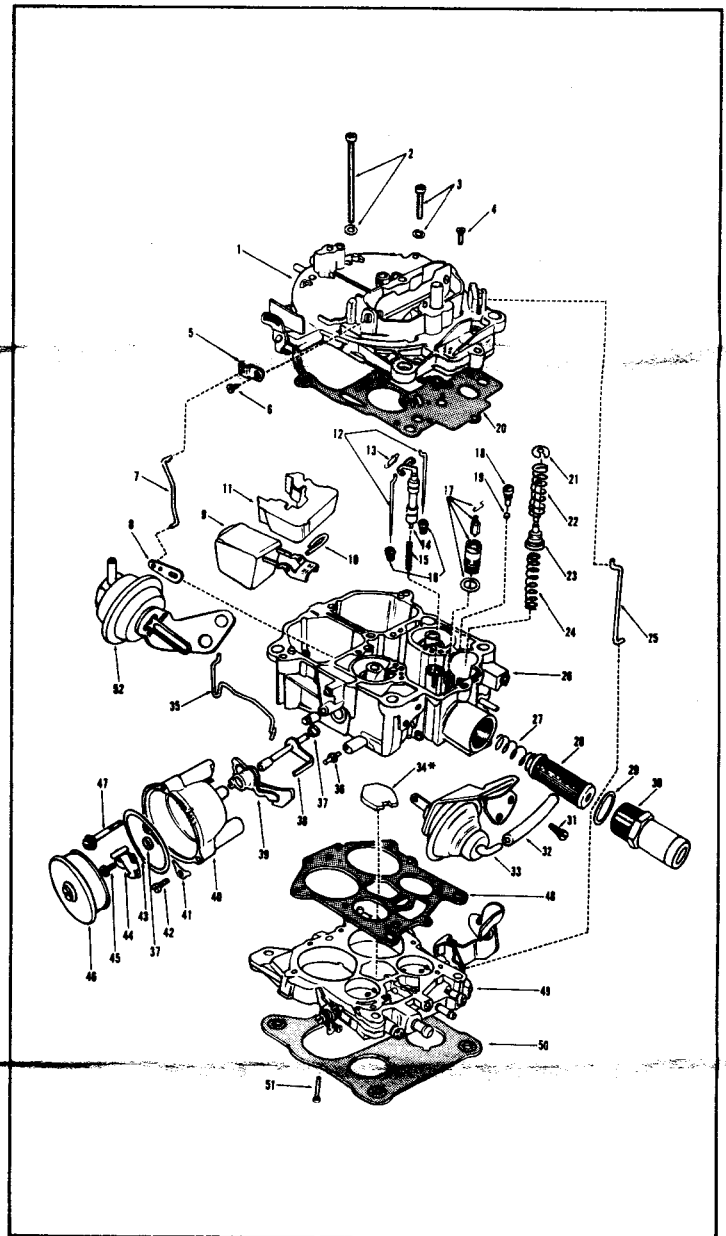
2. CLEANING

- A. Using a regular carburetor cleaning solution, soak parts long enough to thoroughly clean all surfaces and passages of foreign matter.
- B. Do not soak any parts containing rubber, leather or plastic, other than idle limiter caps or power piston retainer.
- C. To remove any residue after use of cleaner, rinse parts in a suitable solvent.
- D. Blow out all passages with dry compressed air.

3. REASSEMBLY

Reassemble carburetor in reverse order of disassembly, paying particular attention to the following:

- A. Fuel inlet needle pull clip is installed over inside of float tang. (not through hole).
- B. Plastic float bowl filler block is installed after float adjustment, but before metering rod installation.
- C. Install throttle body assembly after air horn assembly to allow easy connection of pump rod.
- D. Do not install choke coil cover until adjustments are made.



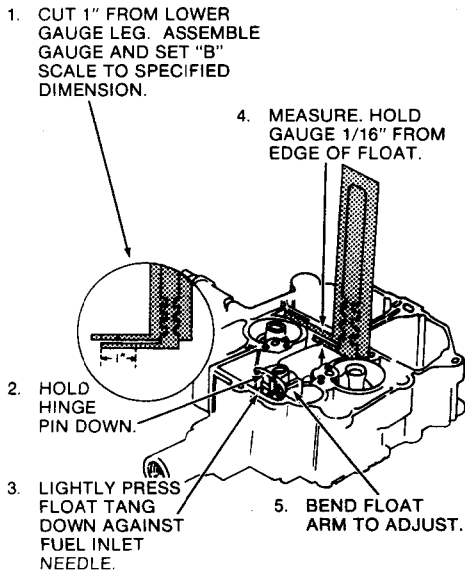
Ref. No. Nomenclature

| | | | | | |
|----|--------------------------------------|----|------------------------------|----|-------------------------------------|
| 1 | Air Horn Assembly | 19 | Pump Discharge Ball | 37 | Intermediate Choke Shaft Seal (2) |
| 2 | Air Horn Screw And Washer, Long (2) | 20 | Air Horn Gasket | 38 | Intermediate Choke Shaft |
| 3 | Air Horn Screw And Washer, Short (5) | 21 | Pump Plunger Spring Retainer | 39 | Fast Idle cam |
| 4 | Air Horn Screw, Tapered (2) | 22 | Pump Plunger Spring | 40 | Choke Coil Housing |
| 5 | Choke Shaft Lever | 23 | Pump Plunger | 41 | Choke Coil Cover Retainer (3) |
| 6 | Choke Shaft Lever Screw | 24 | Pump Return Spring | 42 | Choke Coil Cover Retainer Screw (3) |
| 7 | Choke Rod | 25 | Pump Rod | 43 | Choke Coil Cover Gasket |
| 8 | Choke Lever | 26 | Float Bowl Assembly | 44 | Choke Coil Lever |
| 9 | Float Assembly | 27 | Fuel Filter Spring | 45 | Choke Coil Lever Screw |
| 10 | Float Hinge Pin | 28 | Fuel Filter | 46 | Choke Coil Cover Assembly |
| 11 | Fuel Bowl Filler Block | 29 | Fuel Inlet Fitting Gasket | 47 | Choke Housing Retainer Screw |
| 12 | Metering Rod (2) | 30 | Fuel Inlet Fitting | 48 | Throttle Body Gasket |
| 13 | Metering Rod Retaining Spring | 31 | Vacuum Break Screw (2) | 49 | Throttle Body Assembly |
| 14 | Metering Rod Vacuum Piston | 32 | Vacuum Break Hose | 50 | Flange Gasket |
| 15 | Metering Rod Vacuum Piston Spring | 33 | Vacuum Break | 51 | Throttle Body Screw (2) |
| 16 | Metering Jet (2) | 34 | Metering Well Gasket* | 52 | Rear Vacuum Break |
| 17 | Needle and Seat Assembly | 35 | Vacuum Break Rod | | |
| 18 | Pump Discharge Ball Retainer | 36 | Choke Housing Seal | | |

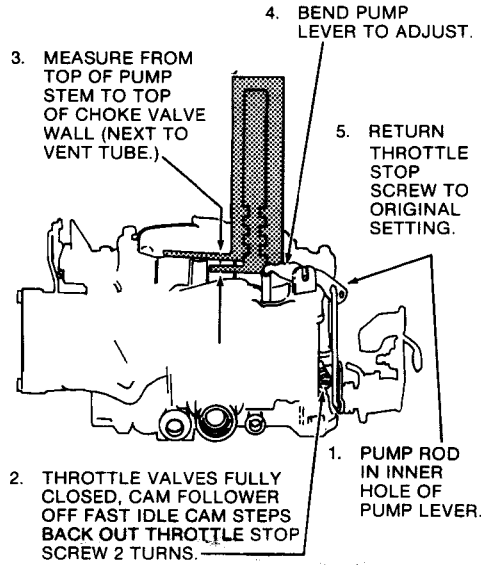
*Not Originally Equipped, Seals Minor Metering Well Leaks

4. ADJUSTMENTS

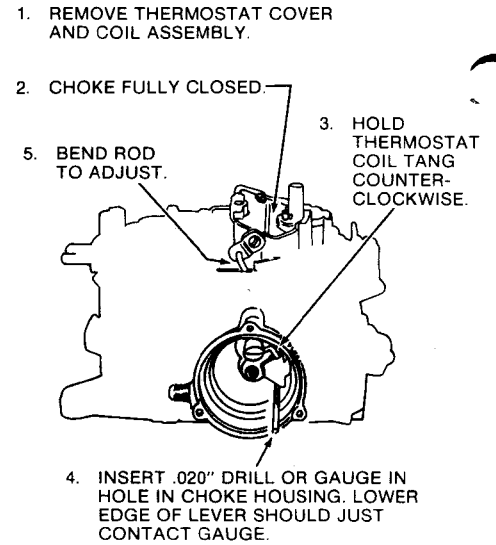
If large adjustment change is necessary; first check for correct assembly and measurement.



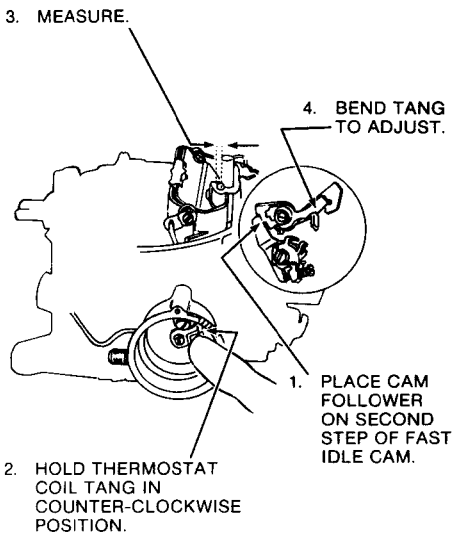
FLOAT LEVEL ADJ. 1



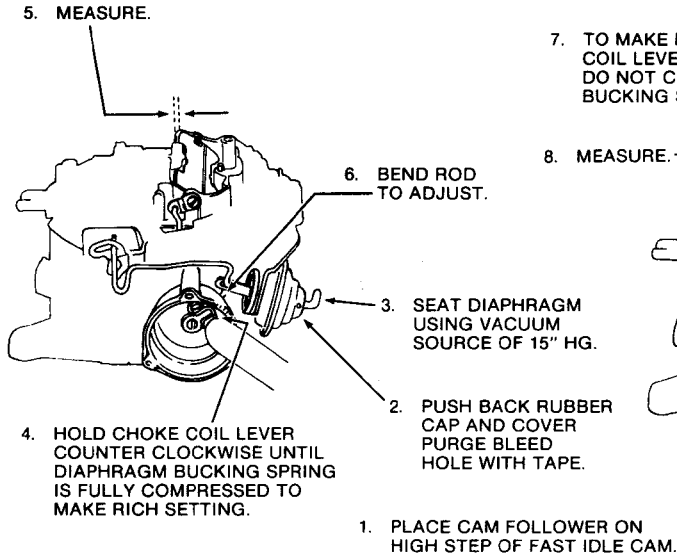
PUMP LEVER ADJ. 2



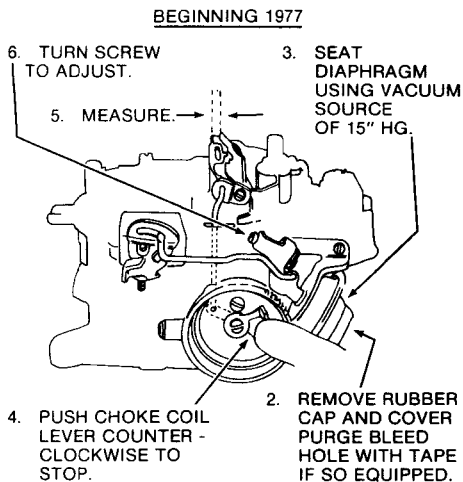
CHOKE ROD ADJ. 3



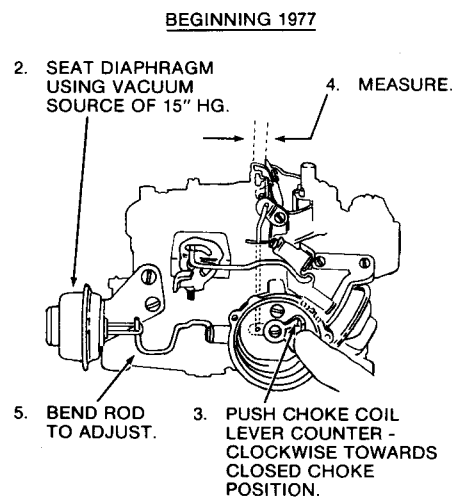
FAST IDLE CAM ADJ. 4



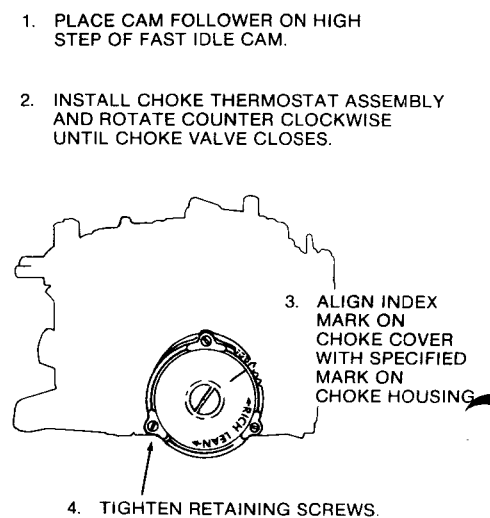
VACUUM BREAK ADJ. 5



FRONT VACUUM BREAK ADJ. 5A



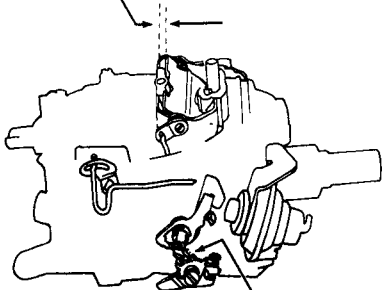
REAR VACUUM BREAK ADJ. 6



CHOKE COIL ADJ. 7

4. ADJUSTMENTS (Cont'd.)

2. MEASURE.



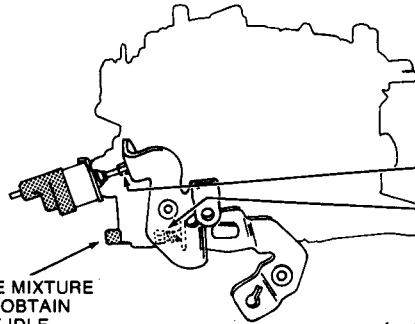
3. BEND TANG TO ADJUST.

1. HOLD THROTTLE VALVES COMPLETELY OPEN.

UNLOADER ADJ. 8

DO NOT REMOVE IDLE LIMITER CAPS UNLESS REPLACEMENT CAPS ARE AVAILABLE. IF CAPS HAVE BEEN REMOVED, REFER TO ADJUSTMENT PROCEDURE 9A.

1. INSTALL CARBURETOR ON ENGINE AND WARM TO NORMAL OPERATING TEMPERATURE — CHOKE FULLY OPEN.



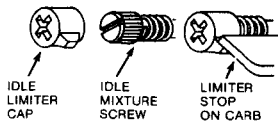
2. SOLENOID EQUIPPED: WITH SOLENOID ENERGIZED, SET CURB IDLE R.P.M. BY TURNING PLUNGER STEM ON SOLENOID. WITHOUT SOLENOID: SET CURB IDLE R.P.M. BY TURNING THROTTLE STOP SCREW.

3. ADJUST IDLE MIXTURE SCREWS TO OBTAIN SMOOTHTEST IDLE WITHIN RANGE OF IDLE LIMITER CAPS.

4. SOLENOID EQUIPPED ONLY: ELECTRICALLY DISCONNECT SOLENOID AND TURN THROTTLE STOP SCREW TO SET CURB IDLE R.P.M.

CURB IDLE SPEED ADJ. 9

IF ORIGINAL LIMITER CAPS HAVE BEEN REMOVED, NEW CAPS MUST BE INSTALLED (AFTER COMPLETING IDLE ADJUSTMENTS) TO COMPLY WITH FEDERAL EMISSION CONTROL REGULATIONS.



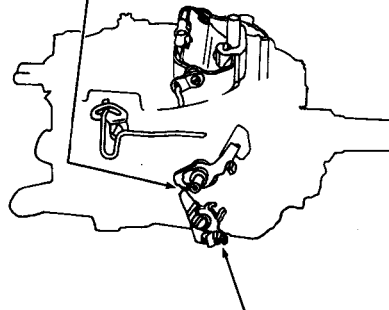
1. SOFTEN CAP IN HOT WATER.

2. PLACE CAP ON HEAD OF MIXTURE SCREW IN EXTREME COUNTER CLOCKWISE POSITION WITH TAB ON CAP AGAINST STOP ON CARBURETOR.

3. PRESS FIRMLY WITH CAP LOCKS IN PLACE. DO NOT CHANGE SCREW SETTING.

IDLE LIMITER CAP INSTALLATION ADJ. 9A

1. PLACE CAM FOLLOWER ON LOW STEP OF FAST IDLE CAM.



2. TURN FAST IDLE ADJUSTING SCREW TO SET FAST IDLE R.P.M.

FAST IDLE SPEED ADJ. 10

ADJUSTMENT SPECIFICATIONS

| | 1. | 2. | 4. | 5, 5A | 6. | 7. | 8. | 10. |
|--------------------------------|-------------|--------------------|---------------|---------------------------|-------------------|---------------------|----------|------------------------|
| APPLICATION | FLOAT LEVEL | PUMP LEVER | FAST IDLE CAM | VACUUM BREAK ¹ | REAR VACUUM BREAK | CHOKE COIL | UNLOADER | FAST IDLE SPEED R.P.M. |
| BUICK | | | | | | | | |
| 1975 260" Eng. (Exc. Cal.) | 3/16 | 9/32 | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| Cal. w/o A.C. | 3/16 | 9/32 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| w/A.C. | 3/16 | 5/16 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| 1976 260" Eng. A/T (Exc. Cal.) | 1/8 | 9/32 | .105 | .110/.125 | — | 1 RICH | .210 | 900 |
| A/T Cal. (Exc. 17056455) | 1/8 | 3/16 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| 17056455 | 1/8 | 9/32 | .120 | .130/.210 | — | 1 RICH | .210 | 900 |
| S/T (Exc. Cal.) | 1/8 | 3/16 ² | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| S/T (Cal.) | 1/8 | 3/16 ² | .105 | .110/.245 | — | INDEX | .210 | 900 |
| 1977 301" Eng. | 11/32 | 1/4 | .075 | .135 ³ | .225 ⁴ | .2 RICH | .240 | 1750 ⁵ |
| OLDSMOBILE | | | | | | | | |
| 1975 260" Eng. A/T (Exc. Cal.) | 3/16 | 9/32 | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| A/T Cal. Cutlass | 3/16 | 3/16 | .105 | .110/.210 | — | INDEX | .210 | 900 |
| A/T Cal. Omega w/o A.C. | 3/16 | 9/32 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| A/T Cal. Omega w/A.C. | 3/16 | 5/16 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| S/T | 3/16 | 3/16 | .105 | .110/.210 | — | 1 RICH | .210 | 900 |
| 1976 260" Eng. A/T (Exc. Cal.) | 1/8 | 9/32 | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| A/T Cal. (Exc. 17056455) | 1/8 | 3/16 ² | .105 | .110/.210 | — | 1 RICH ⁶ | .210 | 900 |
| 17056455 | 1/8 | 9/32 | .120 | .130/.210 | — | 1 RICH | .210 | 900 |
| S/T (Exc. Cal.) | 1/8 | 3/16 ² | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| S/T (Cal.) | 1/8 | 3/16 ² | .105 | .110/.245 | — | INDEX | .210 | 900 |
| 1977 260" Eng. A/T | 1/8 | 11/32 ² | .085 | .090/.160 | — | 2 RICH ⁷ | .190 | 900 |
| S/T | 1/8 | 3/8 ² | .090 | .100/.190 | — | 1 RICH | .190 | 900 |
| PONTIAC | | | | | | | | |
| 1975 260" Eng. A/T (Exc. Cal.) | 3/16 | 9/32 | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| Cal. w/o A.C. | 3/16 | 9/32 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| Cal. w/A.C. | 3/16 | 5/16 ² | .105 | .110/.210 | — | INDEX | .210 | 900 |
| S/T | 3/16 | 3/16 | .105 | .110/.210 | — | 1 RICH | .210 | 900 |
| 1976 260" Eng. A/T (Exc. Cal.) | 1/8 | 9/32 | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| A/T Cal. (Exc. 17056455) | 1/8 | 3/16 ² | .105 | .110/.210 | — | 1 RICH ⁶ | .210 | 900 |
| 17056455 | 1/8 | 9/32 | .120 | .130/.210 | — | 1 RICH | .210 | 900 |
| S/T (Exc. Cal.) | 1/8 | 3/16 ² | .105 | .110/.175 | — | 1 RICH | .210 | 900 |
| S/T (Cal.) | 1/8 | 3/16 ² | .105 | .110/.245 | — | INDEX | .210 | 900 |
| 1977 301" Eng. A/T | 11/32 | 1/4 | .075 | .135 ³ | .225 ⁴ | 2 RICH | .240 | 1750 ⁵ |
| S/T | 11/32 | 5/16 ² | .075 | .165 ³ | .225 ⁴ | 2 RICH | .240 | 1750 ⁵ |

ABBREVIATIONS: Eng. — Engine, Exc. — Except, Cal. — California, w/o — With Out, A.C. — Air Conditioning,
A/T — Automatic Transmission, S/T — Standard Transmission

¹ Lower Number — Rich Setting.
Higher Number — Lean Setting.

² Install Pump Rod in Outer
Hole of Pump Rod Arm.

³ Follow Procedure in ADJ. 5A.

⁴ After 22,500 Miles, Reset to .250.

⁵ Place Cam Follower on

2nd Step of Fast Idle Cam.

⁶ Carb. #17056456, 459 — Index.

⁷ Cutlass — 1 RICH.