

# INSTRUCTION SHEET

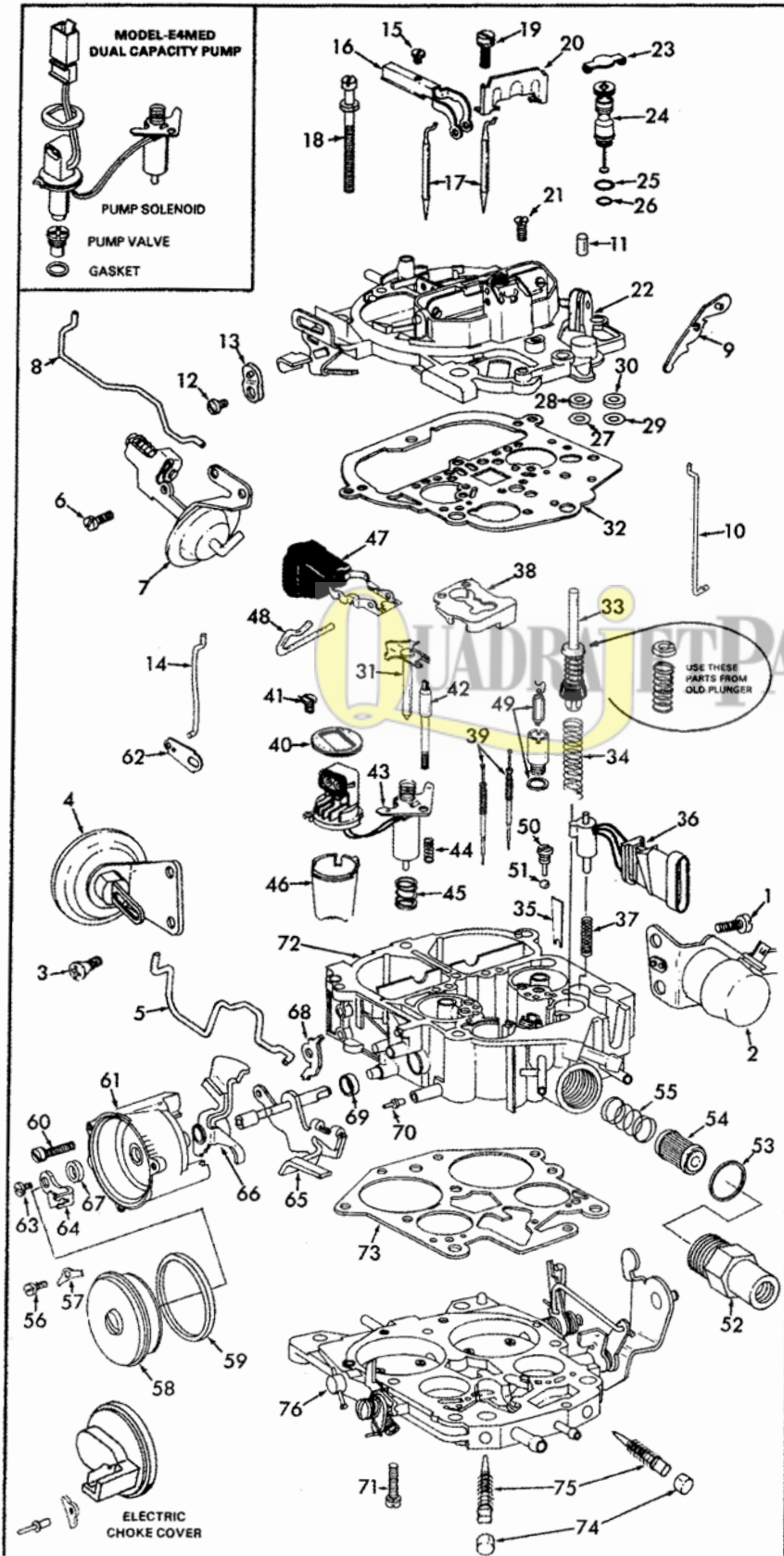
## OFF VEHICLE CARBURETOR SERVICE

### ROCHESTER MODEL—E4MC, E4ME

**50-589-3**

#### GENERAL EXPLODED VIEW

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



#### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. **NOTE: TO REMOVE LEVER (9) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER.** BOWL COVER SCREWS (21) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. COVER (23) HELD IN BY RIVETS. DRILL OUT RIVET HEADS. DISCARD COVER (NOT REPLACED). BEFORE REMOVING IDLE AIR BLEED VALVE (24) TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT VALVE. RECORD FOR PROPER REASSEMBLY. MAIN JETS CAN BE REMOVED WITH PROPER WRENCH. CHOKE COVER HELD ON BY POP RIVETS SEE FIG. 1 FOR REMOVAL PROCEDURE. IDLE NEEDLE PLUG (74) REMOVAL SEE FIG. 2. BEFORE REMOVING IDLE ADJUSTING NEEDLES (75), TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT NEEDLE. RECORD FOR REASSEMBLY.

#### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - SOLENOID	40. GASKET - ECM CONNECTOR TO BOWL COVER
2. SOLENOID - IDLE SPEED	41. SCREW - ECM CONNECTOR
3. SCREW (2) - REAR VAC. BREAK	42. SCREW - LEAN MIXTURE (SOL. ADJ.)
4. REAR VAC. BREAK	43. SOLENOID & ECM CONNECTOR ASSY.
5. CONNECTING ROD - REAR VAC. BREAK	44. SPRING - LEAN MIXTURE SCREW
6. SCREW (2) - FRONT VAC. BREAK	45. SPRING - SOLENOID
7. FRONT VAC. BREAK & HOSE ASSY.	46. INSERT - WELL
8. CONNECTING ROD - FRONT VAC. BREAK	47. FLOAT & LEVER ASSY.
9. LEVER - PUMP	48. HINGE PIN - FLOAT
10. ROD - PUMP	49. NEEDLE & SEAT ASSY.
11. PLUNGER - ACTUATOR	50. PLUG - PUMP DISC. BALL
12. SCREW - CHOKE LEVER	51. BALL - PUMP DISC.
13. LEVER - CHOKE SHAFT	52. FILTER NUT - FUEL INLET
14. ROD - CHOKE	53. GASKET - FILTER NUT
15. SCREW - SEC. METERING ROD HOLDER	54. FILTER - FUEL
16. HOLDER - SEC. METERING RODS	55. SPRING - FILTER
17. METERING ROD (2) - SECONDARY	56. RIVET (3) - RETAINER (REPLACE WITH SCREWS)
18. SCREW & LKWSHR. (2) - BOWL COVER (LONG)	57. RETAINER (3) - CHOKE COVER
19. SCREW & LKWSHR. (9) - BOWL COVER	58. CHOKE COVER ASSY.
20. BAFFLE - AIR	59. GASKET - CHOKE COVER (NOT USED ON ELECTRIC CHOKE)
21. SCREW (2) - BOWL COVER (TAPERED HEAD)	60. SCREW & WASHER - CHOKE HOUSING
22. BOWL COVER ASSY.	61. CHOKE HOUSING ASSY.
23. COVER - AIR BLEED VALVE (NOT USED OVER)	62. LEVER - INTERMEDIATE CHOKE
24. VALVE - IDLE AIR BLEED	63. SCREW - STAT COIL LEVER
25. O-RING - UPPER VALVE	64. LEVER - STAT COIL
26. O-RING - LOWER VALVE	65. SHAFT ASSY. - INTERMEDIATE CHOKE
27. RETAINER - PUMP STEM SEAL	66. CAM - FAST IDLE
28. SEAL - PUMP STEM	67. SEAL - CHOKE HOUSING (SOME MODELS)
29. RETAINER - TPS PLUNGER SEAL	68. CAM - SECONDARY LOCKOUT
30. SEAL - TPS PLUNGER	69. SEAL - INTERMEDIATE CHOKE SHAFT
31. PLUNGER - SOLENOID	70. TUBE - VACUUM PASSAGE (SOME MODELS)
32. GASKET - BOWL COVER	71. SCREW & LKWSHR. (3) - THROTTLE BODY
33. PUMP PLUNGER ASSY.	72. FLOAT BOWL ASSY.
34. SPRING - PUMP	73. GASKET - THROTTLE BODY
35. BAFFLE - PUMP WELL	74. PLUG (2) - IDLE NEEDLE (NOT REPLACED)
36. THROTTLE POSITION SENSOR ASSY.	75. NEEDLE & SPRING ASSY. (2) - IDLE ADJ.
37. SPRING - TPS	76. THROTTLE BODY ASSY.
38. INSERT - FLOAT BOWL	
39. MAIN METERING ROD & SPRING ASSY. (2)	

#### CLEANING

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

#### REASSEMBLY

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

#### SPECIAL INSTRUCTIONS

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

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

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

FUEL FILTER (54) - BE SURE TO USE FILTER WITH BUILT IN ROLL OVER CHECK VALVE AND WITH CHECK VALVE FACING OUT. TIGHTEN FILTER NUT TO 18 FT. LBS.

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

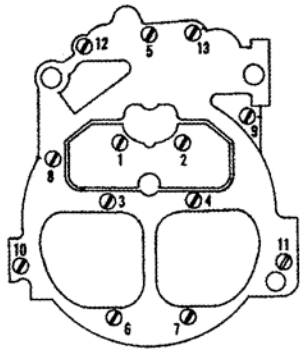
LEAN MIXTURE SCREW (42) - (SOLENOID ADJ.) - TURN MIXTURE CONTROL SCREW IN FLOAT BOWL CLOCKWISE UNTIL LIGHTLY BOTTOMED. THEN BACK OUT 3 1/2 TURNS

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

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

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

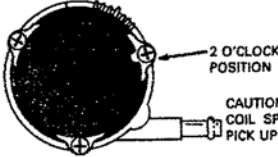
# ADJUSTMENTS



**BOWL COVER INSTALLATION**  
TIGHTEN BOWL COVER SCREWS  
IN SEQUENCE AS SHOWN.

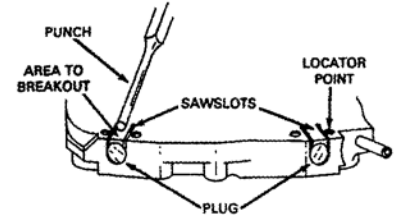
CAREFULLY ALIGN A #21 DRILL (159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER. DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS, SELF TAPPING SCREWS OR POP RIVETS ARE FOUND IN REPAIR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

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



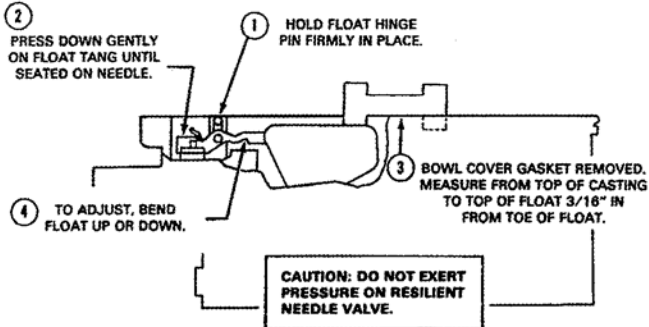
**REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER**  
FIG. 1

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



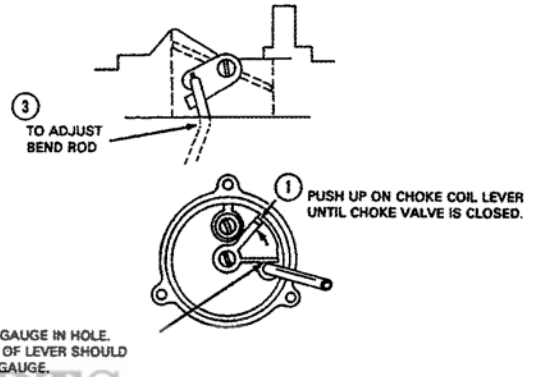
**IDLE MIXTURE NEEDLE PLUG REMOVAL**

FIG. 2



**DRY FLOAT LEVEL ADJUSTMENT**

FIG. 3

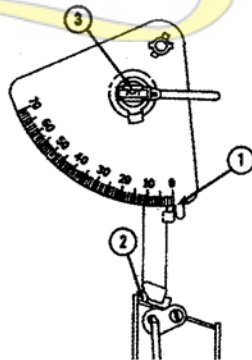


**CHOKE COIL LEVER ADJUSTMENT**

FIG. 4

**CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.**

1. ROTATE DEGREE SCALE UNTIL ZERO (0) IS OPPOSITE POINTER.
2. CHOKE VALVE HELD COMPLETELY CLOSED. PLACE MAGNET SQUARELY ON TOP OF CHOKE VALVE
3. ROTATE BUBBLE UNTIL IT IS CENTERED.

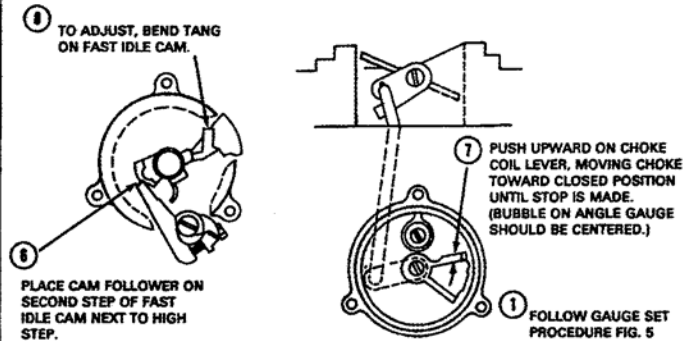


4. ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

GAUGE J-28701 KENT MOORE TOOL  
BT-7704 BORROUGHS TOOL

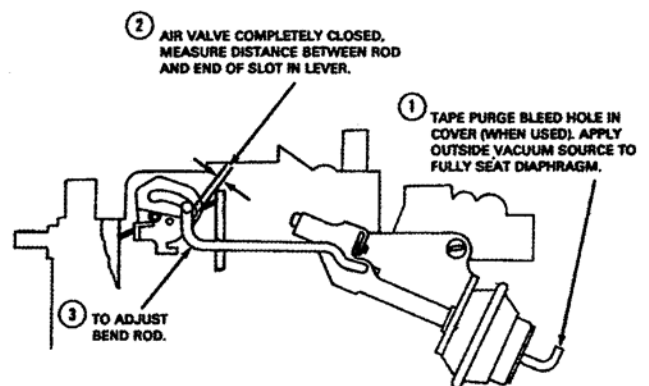
**ANGLE GAUGE BASIC ADJUSTMENT**

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



**FAST IDLE CAM (CHOKE ROD) ADJUSTMENT**

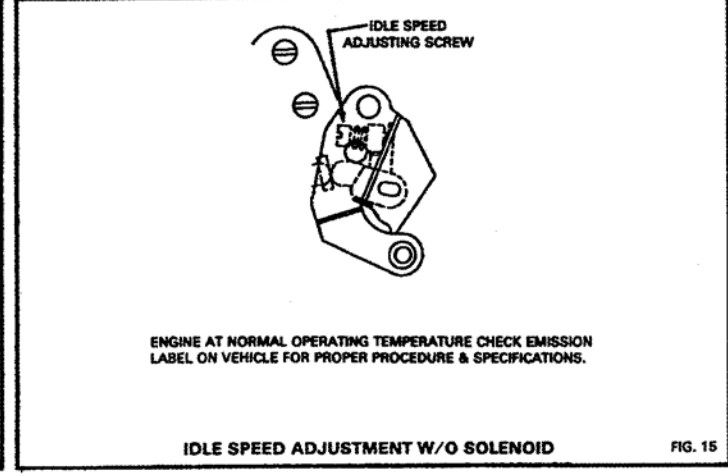
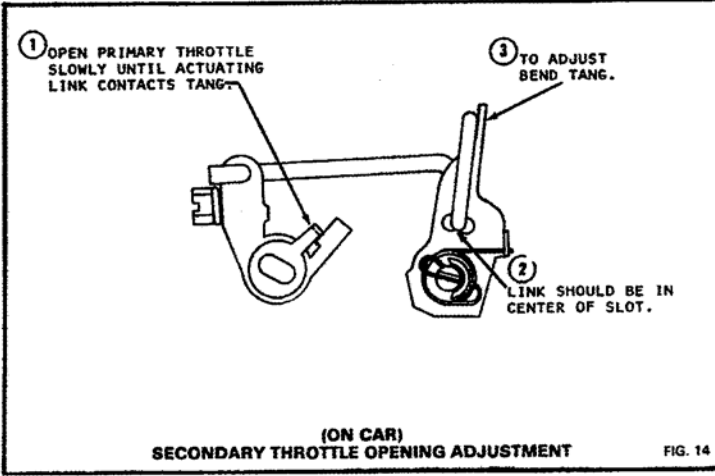
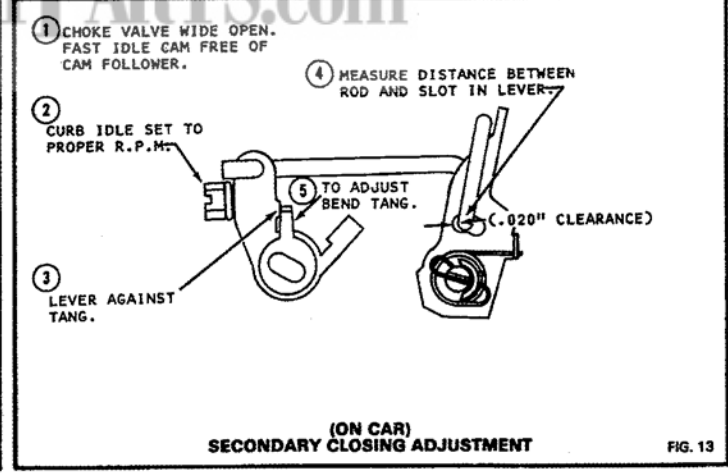
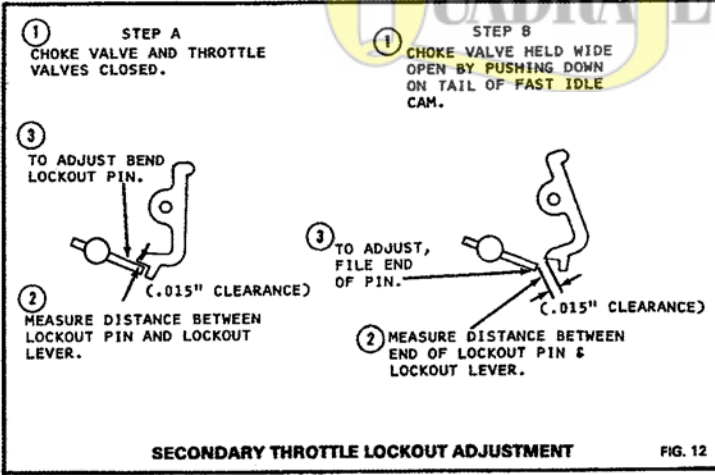
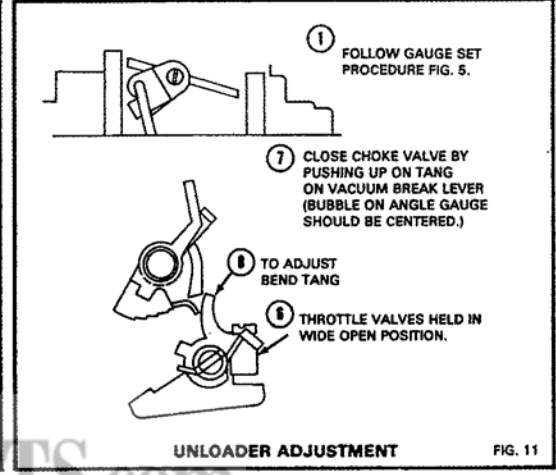
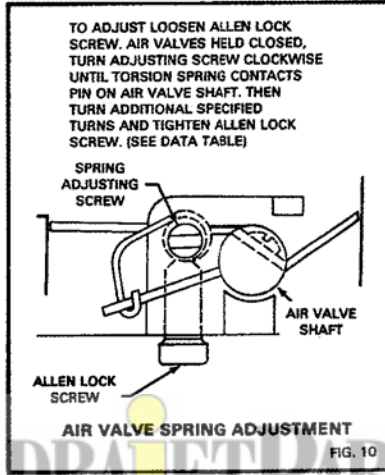
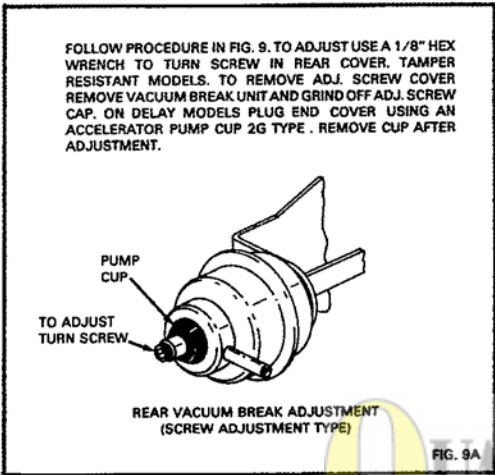
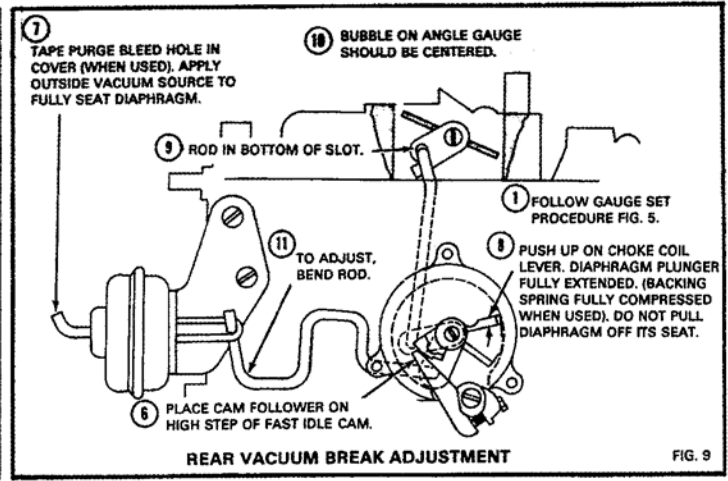
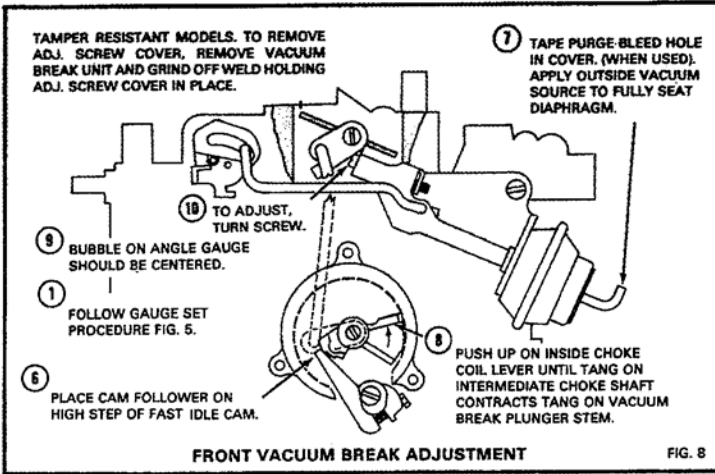
FIG. 6

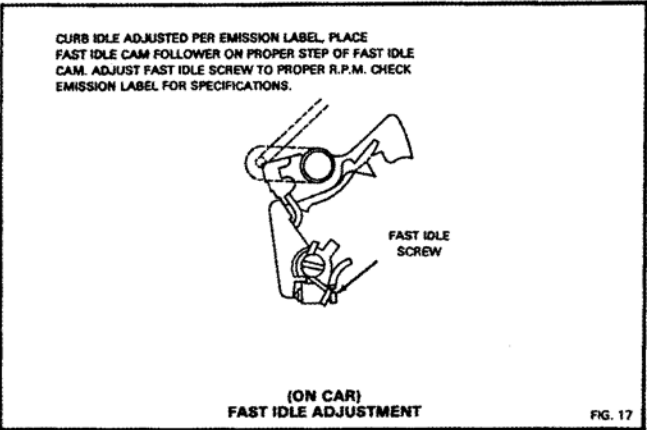
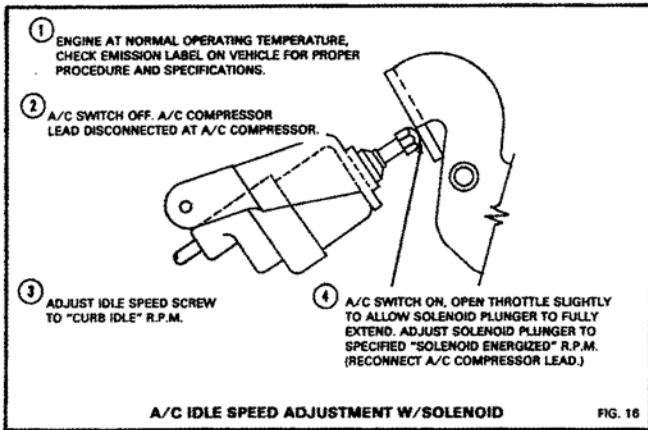


**AIR VALVE ROD ADJUSTMENT**

FIG. 7







## ADJUSTMENT DATA TABLE

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM (CHOKE ROD)	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
1980	BUICK V6 231" ENG. CARB. NO. 17080540, 0543	3/8"	14.5°	19°	23°	9/16	38°
	CARB. NO. 17080542	3/8"	14.5°	19°	13°	9/16	38°
	CARB. NO. 17080545	3/8"	14.5°	19°	18°	9/16	38°
	BUICK V8 305" ENG. CARB. NO. 17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
1981	BUICK V8 350" ENG. CARB. NO. 17080553, 554	15/32"	17°	25°	35°	1/2	35°
	BUICK V6 231" ENG. CARB. NO. 17081242	5/16"	24.5°	17°	15°	9/16	38°
	CARB. NO. 17081243	1/4"	24.5°	19°	17°	9/16	38°
	BUICK V6 252" ENG. CARB. NO. 17081245, 1247, 1248, 1249	3/8"	24.5°	28°	24°	5/8	38°
1982	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
	BUICK V8 307" ENG. CARB. NO. 17081253, 1254	15/32"	14°	25°	36°	1/2	35°
	BUICK V6 231" ENG. CARB. NO. 17082244	9/32"	24.5°	21°	16°	9/16	32°
	CARB. NO. 17082249	9/32"	24.5°	20°	15°	9/16	38°
1980	CADILLAC V8 368" ENG. CARB. NO. 17080530	17/32"	16°	25°	47°	1/2	40°
	CADILLAC V6 252" ENG. CARB. NO. 17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB. NO. 17081289	13/32"	24.5°	28°	24°	5/8	38°
	CADILLAC V6 252" ENG. CARB. NO. 17082246	3/8"	24.5°	26°	26°	5/8	32°
1981	CARB. NO. 17082247	3/8"	18°	26°	26°	5/8	32°
	CARB. NO. 17082248	7/16"	14°	27°	41°	1/2	35°
	CARB. NO. 17082245, 2246	3/8"	24.5°	26°	26°	5/8	32°
	CARB. NO. 17082247, 2248	3/8"	18°	26°	26°	5/8	32°
1982	BUICK V8 307" ENG. CARB. NO. 17082247, 2248	7/16"	14°	27°	41°	1/2	35°
	CARB. NO. 17082248	7/16"	14°	27°	41°	1/2	35°
	CARB. NO. 17082247, 2248	7/16"	14°	27°	41°	1/2	35°
	BUICK V8 307" ENG. CARB. NO. 17082247, 2248	7/16"	14°	27°	41°	1/2	35°
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	CHEVROLET V6 231" ENG. CARB. NO. 17081202, 1203, 1204, 1207	1/4"	24.5°	19°	17°	9/16	38°
	CHEVROLET V8 305" ENG. CARB. NO. 17081202, 1203, 1204, 1207	11/32"	20°	26°	---	7/8	38°
1981	CHEVROLET V8 350" ENG. CARB. NO. 170801216, 1217, 1218	11/32"	20°	26°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
1982	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
	CHEVROLET V8 305" ENG. 350" ENG.	11/32"	20°	27°	---	7/8	38°
1980	OLDSMOBILE V8 305" ENG. CARB. NO. 17080504, 517	1/2"	20°	24°	30°	7/8	38°
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	PONTIAC V8 350" ENG. CARB. NO. 17080553	15/32"	17°	25°	35°	1/2	35°
	PONTIAC V8 301" ENG. CARB. NO. 17081270	7/16"	14.5°	24°	34°	5/8	35°
	CARB. NO. 17081272	7/16"	14.5°	24°	40°	5/8	35°
1981	CARB. NO. 17081273, 1274	7/16"	16°	24°	34°	5/8	35°
	PONTIAC V8 305" ENG. CARB. NO. 17081203, 1207	11/32"	20°	26°	---	7/8	38°
	PONTIAC V8 307" ENG. CARB. NO. 17081254	15/32"	14°	25°	36°	1/2	35°
	PONTIAC V6 252" ENG. CARB. NO. 17082202, 2204	3/8"	18°	26°	26°	5/8	32°
1982	PONTIAC V8 305" ENG. CARB. NO. 17082202, 2204	11/32"	20°	27°	---	7/8	38°
	CARB. NO. 17082203, 2207	11/32"	38°	27°	---	7/8	38°

\*PUMP ROD LOCATION: INNER HOLE OF PUMP LEVER



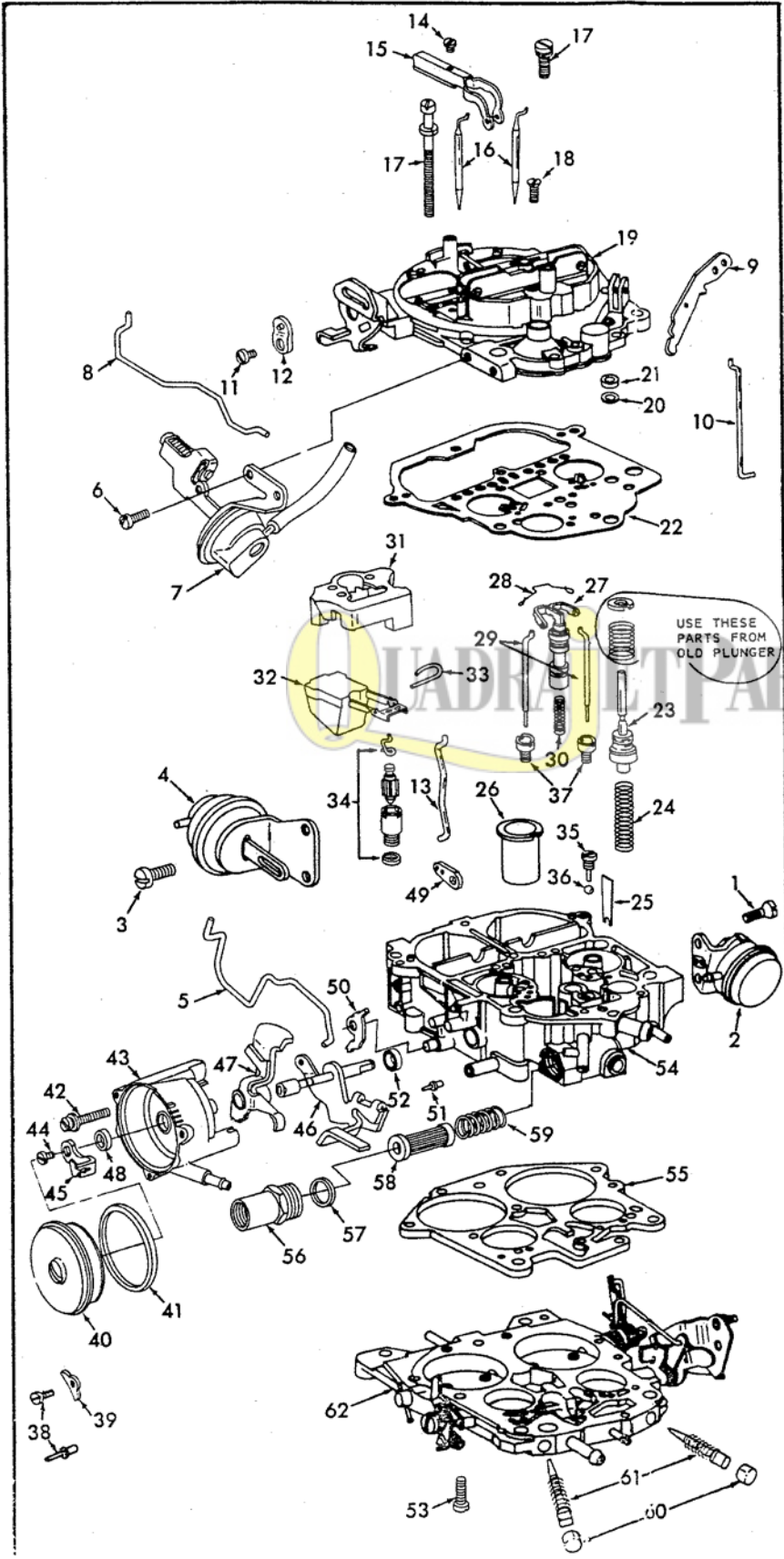
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## OFF VEHICLE CARBURETOR SERVICE

### ROCHESTER MODELS M4MC-M4ME

#### GENERAL EXPLODED VIEW

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#### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE PUMP LEVER (9) JUST DRIVE PIN IN FAR ENOUGH TO RELEASE LEVER. BOWL COVER SCREWS (18) ARE INSIDE THE AIR HORN. DO NOT REMOVE BRASS TUBES FROM BOWL COVER. CAREFULLY PRY UP OR BOUNCE POWER PISTON ASSY. (27) TO RELEASE PLASTIC LOCK RING HOLDING IT IN PLACE. A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON. NO ATTEMPT SHOULD BE MADE TO READJUST OR REMOVE ADJUSTING SCREW. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS. FOR REMOVAL OF TAMPER RESISTANCE CHOKE COVER SEE FIG ( 1 ). TO REMOVE IDLE MIXTURE NEEDLE PLUGS SEE FIG ( 2 ).

#### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - THROTTLE LEVER ACTUATOR	32. FLOAT & LEVER ASSY.
2. THROTTLE LEVER ACTUATOR ASSY.	33. HINGE PIN - FLOAT
3. SCREW (2) - REAR VAC. BREAK	34. NEEDLE, SEAT & GASKET ASSY.
4. REAR VAC. BREAK ASSY.	35. PLUG - PUMP DISC. BALL
5. LINK - REAR VAC. BREAK	36. BALL - PUMP DISC.
6. SCREW (2) - FRONT VAC. BREAK	37. JET (2) - MAIN METERING
7. FRONT VAC. BREAK & HOSE ASSY.	38. SCREW/RIVET (3) - RETAINER
8. LINK - FRONT VAC. BREAK	39. RETAINER (3) - CHOKE COVER
9. LEVER - PUMP	40. CHOKE COVER ASSY.
10. ROD - PUMP	41. GASKET - CHOKE COVER (HOT AIR ONLY)
11. SCREW - CHOKE LEVER	42. SCREW & LOCKWASHER - CHOKE HOUSING
12. LEVER - CHOKE SHAFT	43. CHOKE HOUSING ASSY.
13. ROD - CHOKE	44. SCREW - STAT COIL LEVER
14. SCREW - SEC. METERING ROD HOLDER	45. LEVER - STAT COIL
15. HOLDER - SEC. METERING RODS	46. SCREW - STAY COIL
16. METERING ROD (2) - SECONDARY	47. SHAFT ASSY. - INTERMEDIATE CHOKE
17. SCREW & LOCKWASHER - BOWL COVER	48. CAM - FAST IDLE
18. SCREW (2) - BOWL COVER (TAPERED HEAD)	49. SEAL - CHOKE HOUSING
19. BOWL COVER ASSY.	50. LEVER - INTERMEDIATE CHOKE
20. RETAINER - PUMP STEM SEAL	51. CAM - SECONDARY LOCKOUT
21. SEAL - PUMP STEM (1980 UP)	52. TUBE - VAC. PASSAGE
22. GASKET - BOWL COVER	53. SEAL - INTERMEDIATE CHOKE SHAFT
23. PUMP PLUNGER ASSY.	54. SCREW & LOCKWASHER (3) - THROTTLE BODY
24. SPRING - PUMP RETURN	55. FLOAT BOWL ASSY.
25. BAFFLE - PUMP WELL	56. GASKET - THROTTLE BODY
26. INSERT - ANERIOD CAVITY (SOME MODELS)	57. FILTER NUT - FUEL INLET
27. POWER PISTON ASSY.	58. GASKET - FILTER NUT
28. SPRING - METERING ROD	59. FILTER - FUEL
29. METERING ROD (2) - PRIMARY	60. SPRING - FILTER
30. SPRING - POWER PISTON	61. PLUG (2) - IDLE NEEDLE (NOT REPLACED)
31. INSERT - FLOAT BOWL	62. NEEDLE & SPRING ASSY. (2) - IDLE ADJ.
	63. THROTTLE BODY ASSY.

#### CLEANING

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

#### REASSEMBLY

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

#### SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (61) - TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3-4 TURNS. (FOLLOW VEHICLE MANUFACTURERS PROCEDURE TO COMPLETE IDLE ADJUSTMENT ON CAR.)

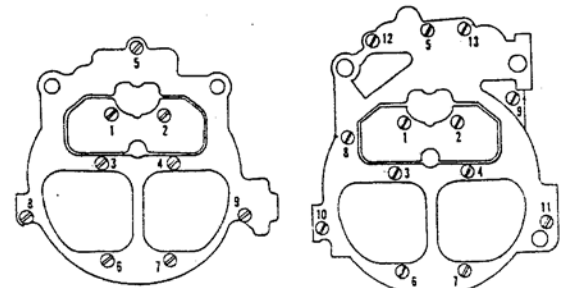
FUEL FILTER (58) - BE SURE TO USE FILTER WITH BUILT IN ROLL OVER CHECK VALVE AND WITH CHECK VALVE FACING OUT. TIGHTEN FILTER NUT TO 18 FT. LBS.

INTERMEDIATE CHOKE SEALS (48), (52) - SEAL (52) UP OF SEAL IS FACING OUT AND SEAL (48) LIPS OF SEAL IS FACING IN.

CHOKE COVER GASKET (41) - DO NOT USE GASKET WITH ELECTRIC CHOKE COVER.

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

PUMP WELL BAFFLE (25) - SLOT IN BAFFLE GOES TO BOTTOM OF SLOT IN PUMP WELL.



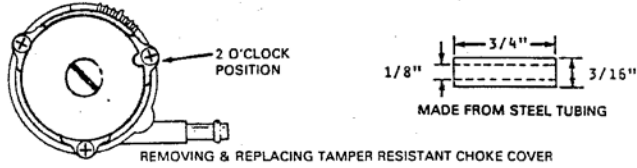
BOWL COVER INSTALLATION  
TIGHTEN BOWL COVER SCREWS  
IN SEQUENCE AS SHOWN.

# ADJUSTMENTS

1980-81  
CAREFULLY ALIGN A #21 DRILL (.159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS AND SELF TAPPING SCREWS OR POP RIVETS ARE FOUND IN REPAIR KIT.

1980  
BEFORE ASSEMBLING CHOKE, START SELF TAPPING SCREWS IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY.  
CHOKE COVER INSTALLATION. ALIGN NOTCH IN COVER WITH RETAINER TAB (2 O'CLOCK) POSITION. TIGHTEN SCREWS EVENLY AND SECURELY.

1981  
TO REASSEMBLE ALIGN NOTCH IN COVER WITH RETAINER TAB (2 O'CLOCK POSITION). CAUTION: BE SURE LOOP END OF COIL SPRING IS ON PIN OF COIL PICK UP LEVER. INSTALL RETAINERS AND NEW POP RIVETS TO SECURE CHOKE COVER.  
IT MAY BE NECESSARY TO USE AN ADAPTER (TUBE) IF INSTALLING TOOL INTERFERES WITH ELECTRICAL CONNECTOR TOWER ON CHOKE COVER.

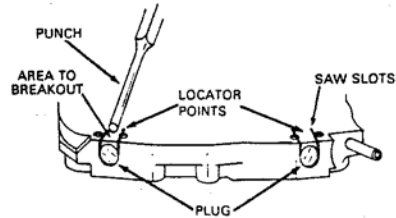


REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER

FIG. 1

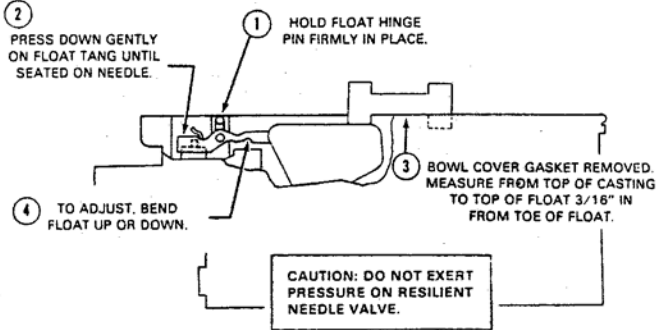
## IDLE MIXTURE NEEDLE PLUG REMOVAL

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



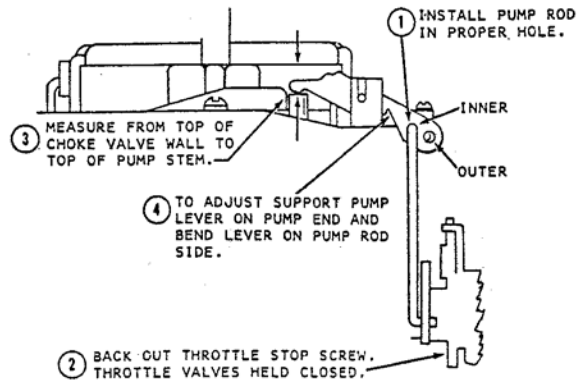
IDLE MIXTURE NEEDLE PLUG REMOVAL

FIG. 2



DRY FLOAT LEVEL ADJUSTMENT

FIG. 3

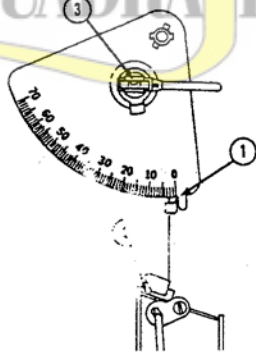


PUMP ROD ADJUSTMENT

FIG. 4

CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

1. ROTATE DEGREE SCALE UNTIL ZERO (0) IS OPPOSITE POINTER.
2. CHOKE VALVE HELD COMPLETELY CLOSED. PLACE MAGNET SQUARELY ON TOP OF CHOKE VALVE
3. ROTATE BUBBLE UNTIL IT IS CENTERED.



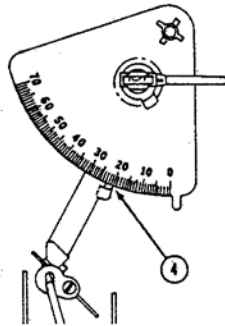
2. INSERT .120" GAUGE IN HOLE. LOWER EDGE OF LEVER SHOULD JUST TOUCH GAUGE.

CHOKE COIL LEVER ADJUSTMENT

FIG. 5

4. ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
5. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

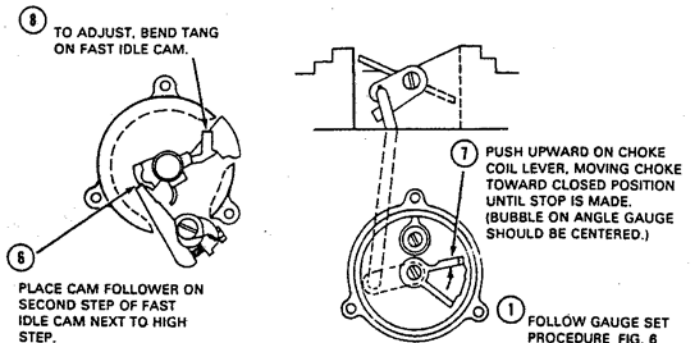
GAUGE J-26701 KENT MOORE TOOL  
BT-7704 BORRHOUGHS TOOL



ANGLE GAUGE BASIC ADJUSTMENT

CONTINUE NUMERICAL OUTLINE IN EACH ADJUSTMENT USING DEGREE SETTING.

FIG. 6

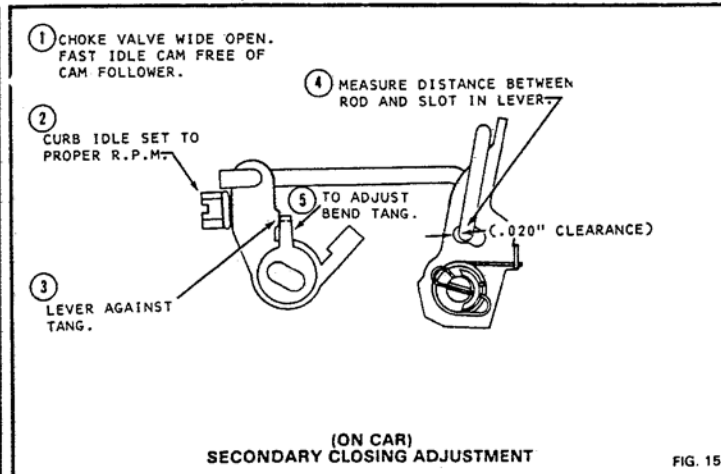
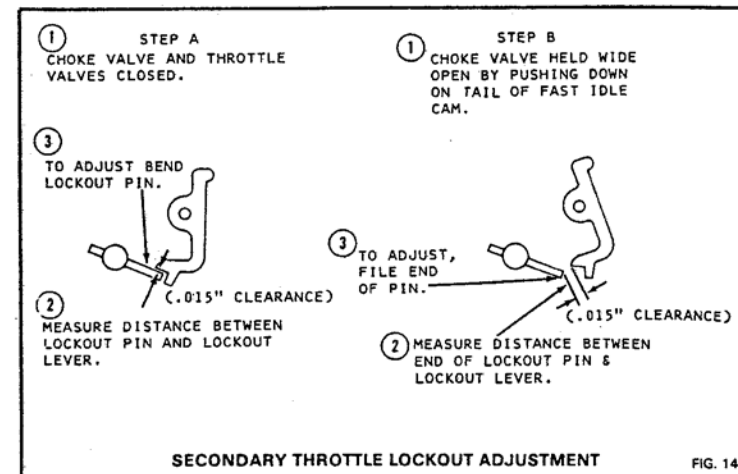
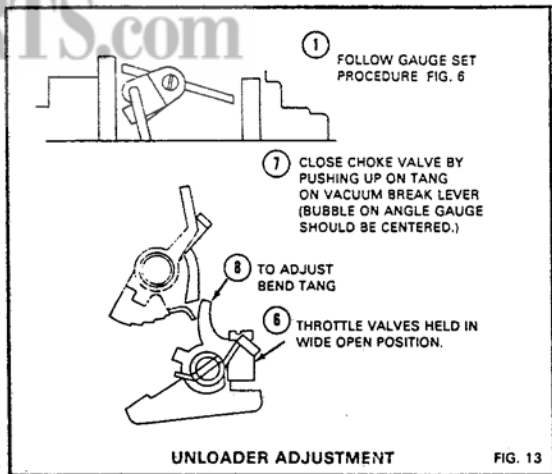
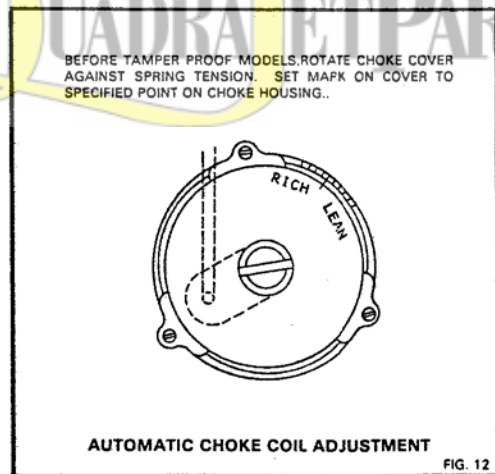
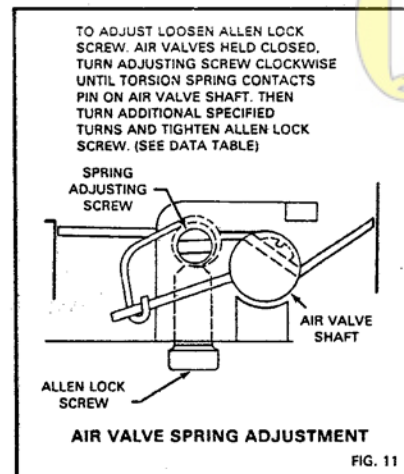
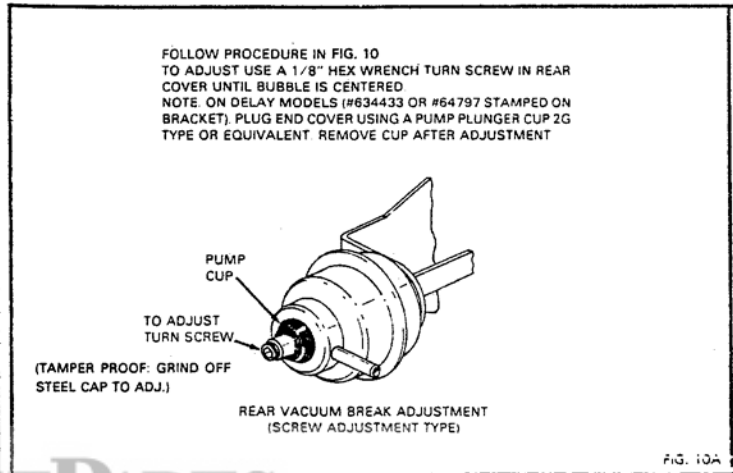
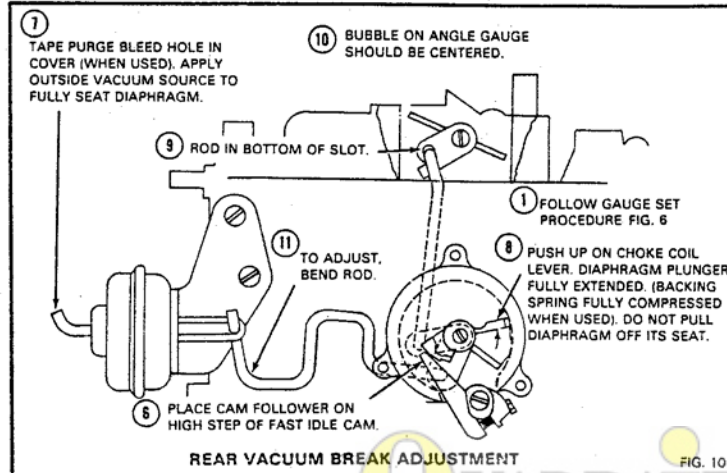
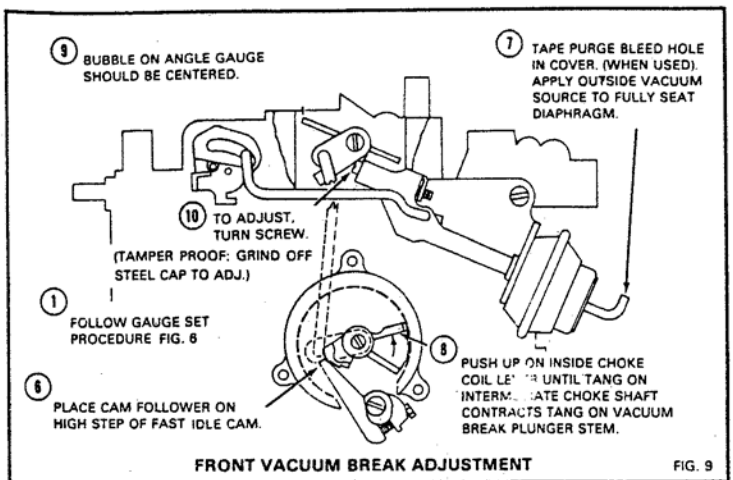
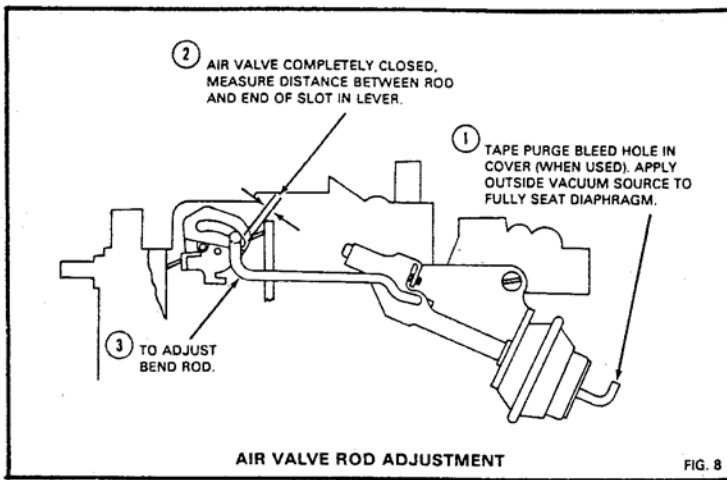


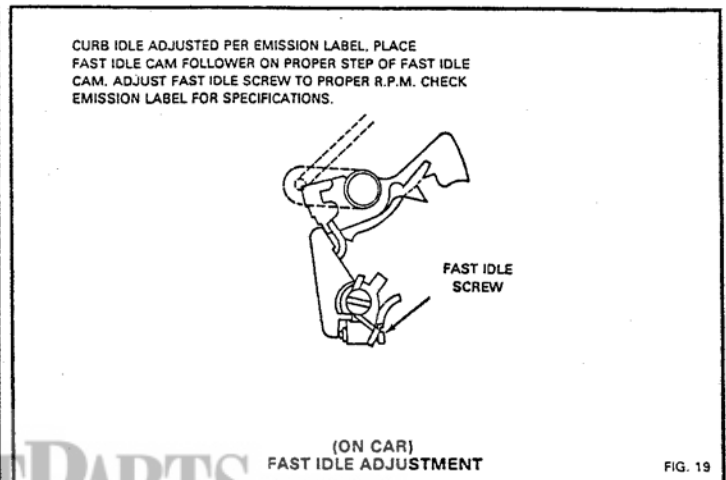
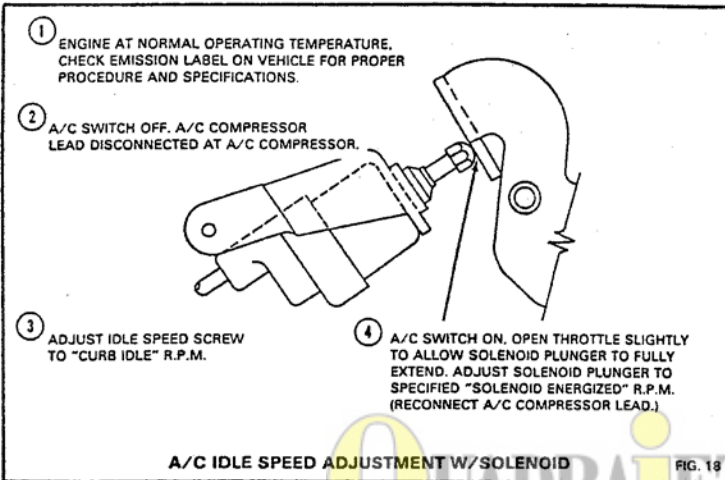
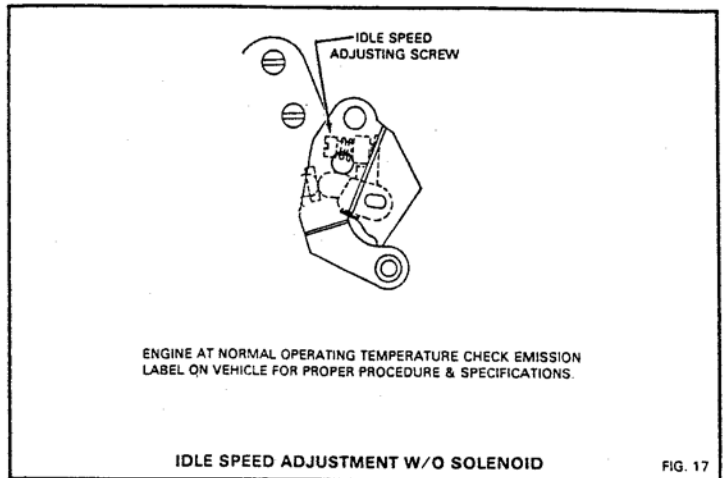
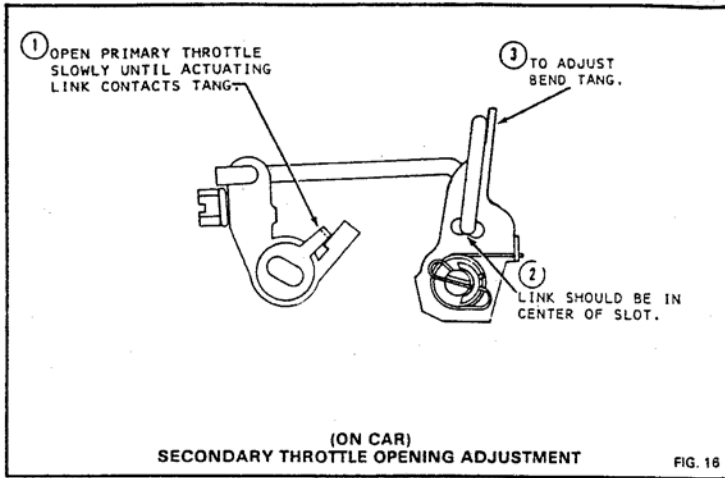
6. PLACE CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM NEXT TO HIGH STEP.
7. PUSH UPWARD ON CHOKE COIL LEVER, MOVING CHOKE TOWARD CLOSED POSITION UNTIL STOP IS MADE. (BUBBLE ON ANGLE GAUGE SHOULD BE CENTERED.)
8. TO ADJUST, BEND TANG ON FAST IDLE CAM.
9. FOLLOW GAUGE SET PROCEDURE FIG. 6

FAST IDLE CAM (CHOKE ROD) ADJUSTMENT

FIG. 7







QUADRAJET PARTS.com

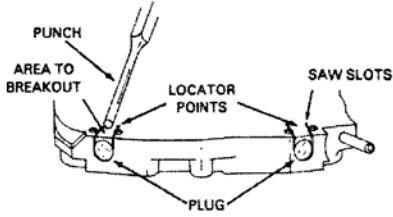




# ADJUSTMENTS

## IDLE MIXTURE NEEDLE PLUG REMOVAL

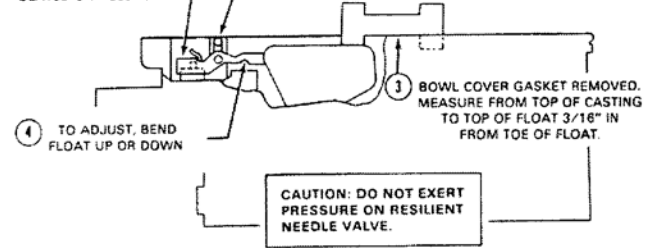
SAW 2 SLOTS AS SHOWN (DO NOT EXTEND MORE THAN 1/8" BEYOND LOCATOR POINTS). SUPPORT THROTTLE BODY, THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY. HOLDING PUNCH AT 45° ANGLE BREAK OUT THROTTLE BODY CASTING TO GAIN ACCESS TO THE HARDENED STEEL PLUG. HOLD A CENTER PUNCH VERTICAL DRIVE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



IDLE MIXTURE NEEDLE PLUG REMOVAL

FIG. 1

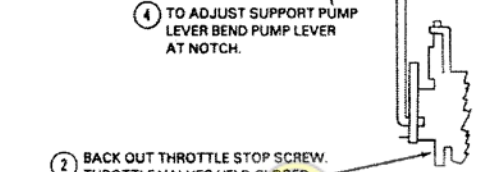
- 1 HOLD FLOAT HINGE PIN FIRMLY IN PLACE
- 2 PRESS DOWN GENTLY ON FLOAT TANG UNTIL SEATED ON NEEDLE



DRY FLOAT LEVEL ADJUSTMENT

FIG. 2

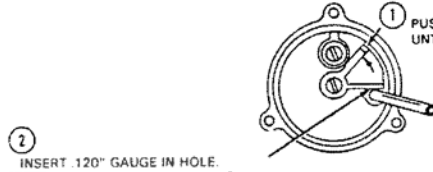
- 1 INSTALL PUMP ROD IN PROPER HOLE.
- 2 BACK OUT THROTTLE STOP SCREW. THROTTLE VALVES HELD CLOSED.
- 3 MEASURE FROM TOP OF CHOKE VALVE WALL TO TOP OF PUMP STEM.
- 4 TO ADJUST SUPPORT PUMP LEVER BEND PUMP LEVER AT NOTCH.



PUMP ROD ADJUSTMENT

FIG. 3

- 1 PUSH UP ON CHOKE COIL LEVER UNTIL CHOKE VALVE IS CLOSED.
- 2 INSERT .120" GAUGE IN HOLE. LOWER EDGE OF LEVER SHOULD JUST TOUCH GAUGE.
- 3 TO ADJUST BEND ROD

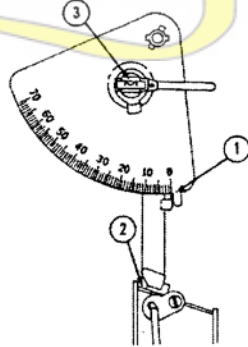


CHOKE COIL LEVER ADJUSTMENT

FIG. 4

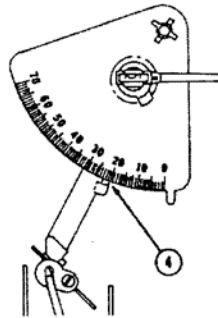
CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

- 1 ROTATE DEGREE SCALE UNTIL ZERO (0) IS OPPOSITE POINTER.
- 2 CHOKE VALVE HELD COMPLETELY CLOSED. PLACE MAGNET SQUARELY ON TOP OF CHOKE VALVE
- 3 ROTATE BUBBLE UNTIL IT IS CENTERED.



- 4 ROTATE SCALE SO THAT DEGREE SPECIFIED FOR ADJUSTMENT IS OPPOSITE POINTER.
- 5 FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT.

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



ANGLE GAUGE BASIC ADJUSTMENT

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

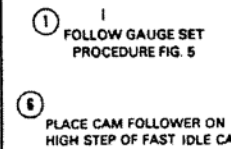
- 1 FOLLOW GAUGE SET PROCEDURE FIG. 5
- 2 PLACE CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM NEXT TO HIGH STEP.
- 3 TO ADJUST BEND TANG ON FAST IDLE CAM
- 4 PUSH UPWARD ON CHOKE COIL LEVER TOWARD CLOSED POSITION UNTIL STOP IS MADE. (BUBBLE ON ANGLE GAUGE SHOULD BE CENTERED.)



FAST IDLE CAM (CHOKE ROD) ADJUSTMENT

FIG. 6

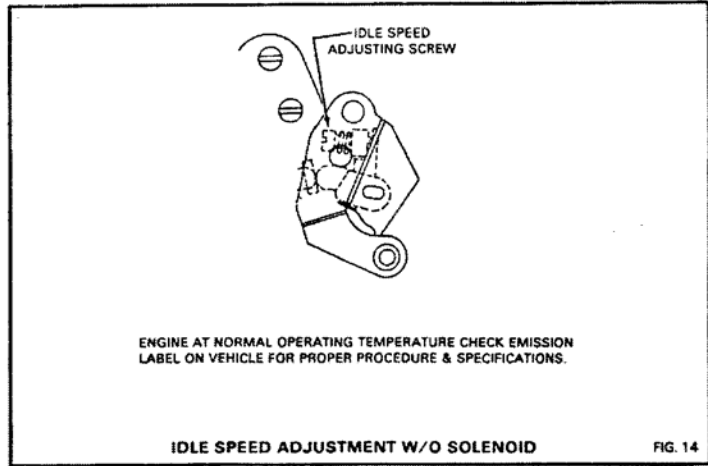
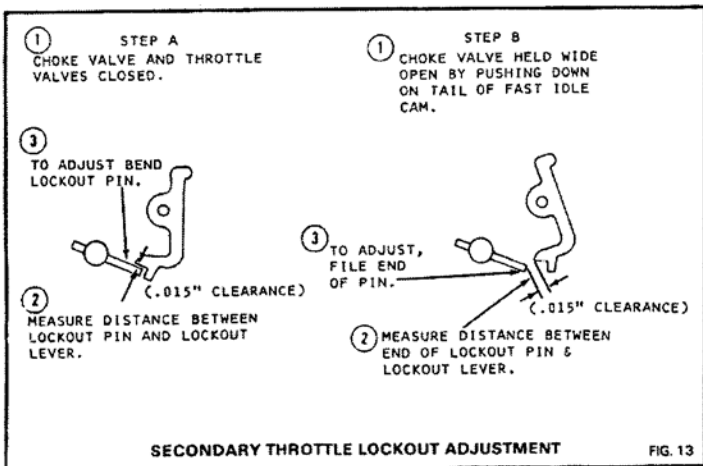
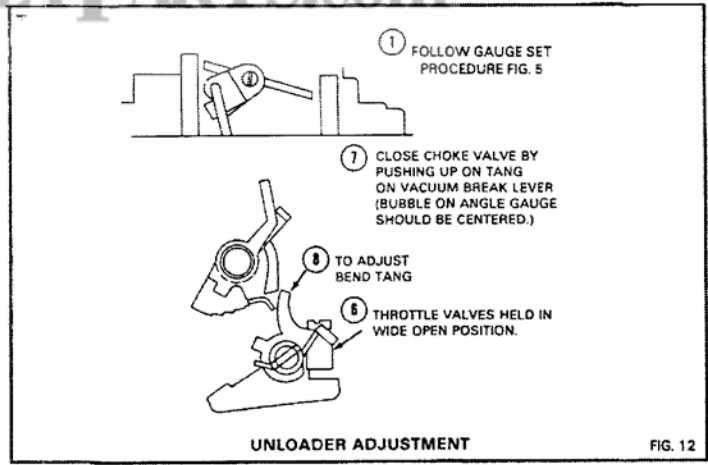
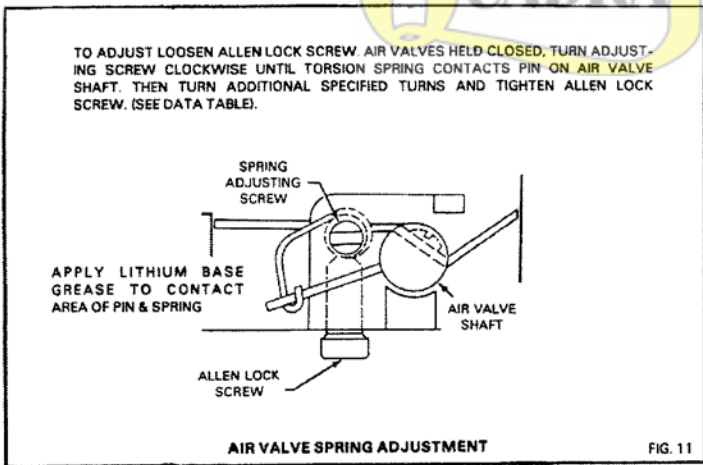
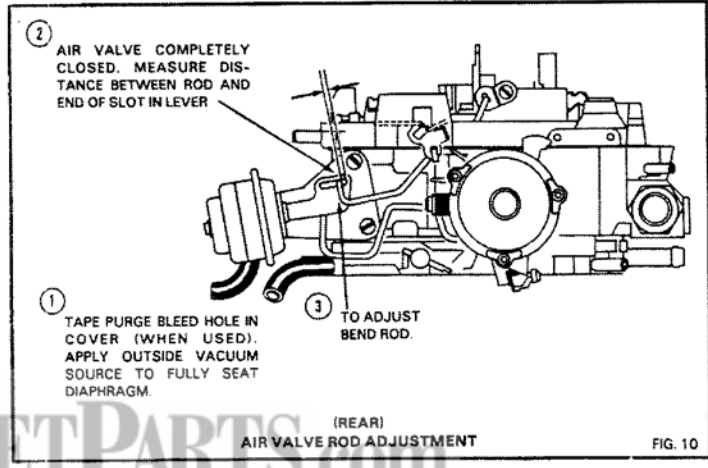
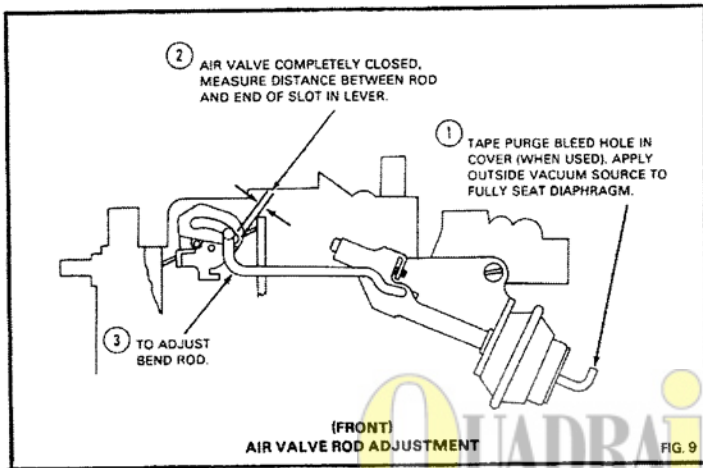
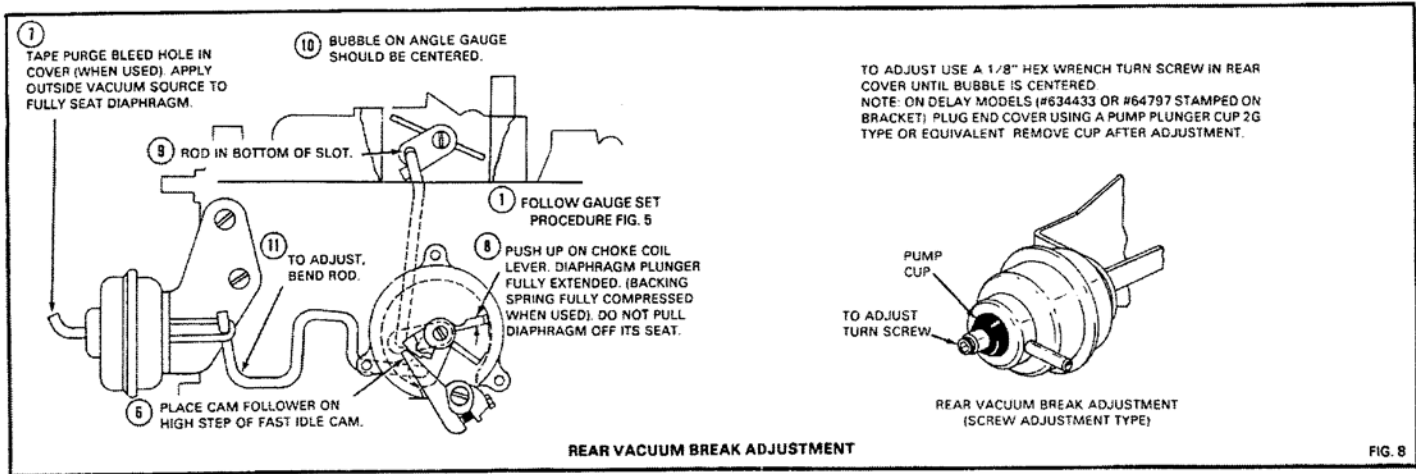
- 1 FOLLOW GAUGE SET PROCEDURE FIG. 5
- 2 PLACE CAM FOLLOWER ON HIGH STEP OF FAST IDLE CAM.
- 3 BUBBLE ON ANGLE GAUGE SHOULD BE CENTERED.
- 4 TO ADJUST, TURN SCREW.
- 5 PUSH UP ON INSIDE CHOKE COIL LEVER UNTIL TANG ON INTERMEDIATE CHOKE SHAFT CONTRACTS TANG ON VACUUM BREAK PLUNGER STEM.
- 6 TAPE PURGE BLEED HOLE IN COVER. (WHEN USED). APPLY OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM.

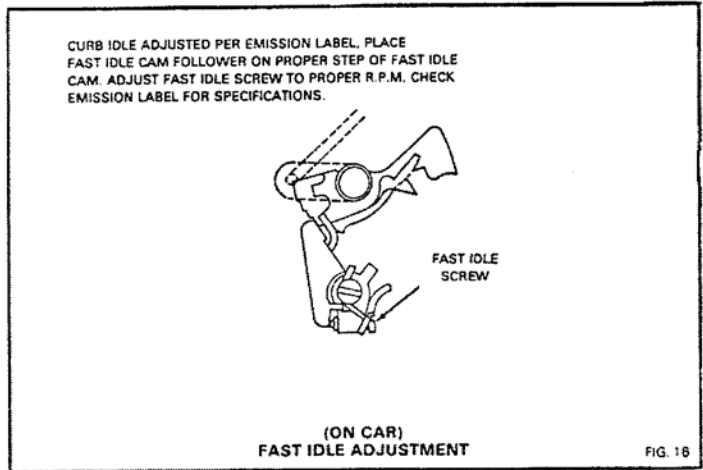
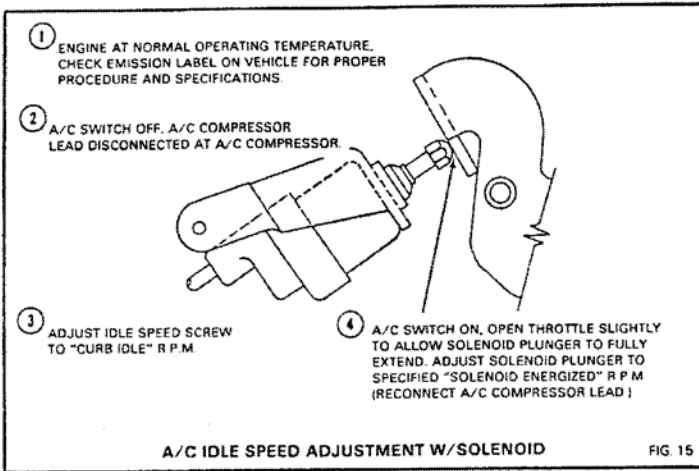


FRONT VACUUM BREAK ADJUSTMENT

FIG. 7







ADJUSTMENT DATA TABLE

YEAR	MAKE	FLOAT LEVEL	PUMP ROD LOCATION	PUMP SETTING	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	UNLOADER ADJ.
1985	CHEVROLET & GMC TRUCK 261" ENG. (4.3L) CARB. NOS. 17085208, 210 CARB. NOS. 17085222, 224	13/32"	INNER	9/32"	20°	.025	26°	38°	7/8	39°
		13/32"	INNER	9/32"	20°	.025"	26°	36°	1/2	39°
1985-87	CHEVROLET & GMC TRUCK 305" ENG. (5.0L) CARB. NOS. 17085215, 226, 227, 230, 231  350" ENG. (5.7L) CARB. NOS. 17085206, 228, 229, 235, 290, 292, 294, 298 CARB. NOS. 17085003, 213  GM Carb. Nos. 17085000 GM Carb. Nos. 17085001  454" ENG. (7.4L) CARB. NOS. 17085004, 212	13/32"	INNER	9/32"	20°	.025"	--	25°	7/8	32°
		13/32"	INNER	9/32"	46°	.025"	--	25°	7/8	39°
		13/32"	INNER	9/32"	46°	.025"	27°	--	7/8	35°
		12/32"	INNER	9/32"	46°	.025	24°	30°	7/8"	40°
		12/32"	INNER	9/32"	46°	.025	23°	30°	1	40°
		13/32"	INNER	9/32"	46°	.025"	23°	--	7/8	35°
1986	CHEVROLET & GMC TRUCK 261" ENG. (4.3L) CARB. NOS. 17086045, 047 CARB. NOS. 17086053, 055 CARB. NOS. 17086044, 046 CARB. NOS. 17086048, 054	17/32"	OUTER	3/8"	20°	.025"	26°	36°	7/8	39°
		17/32"	OUTER	3/8"	20°	.025"	26°	36°	1/2	39°
		17/32"	INNER	9/32"	20°	.025"	26°	38°	7/8	39°
		17/32"	INNER	9/32"	20°	.025"	26°	36°	1/2	39°
1986	CHEVROLET & GMC TRUCK 305" ENG. (5.0L) CARB. NOS. 17085231, 284 CARB. NOS. 17085283, 285  350" ENG. (5.7L) CARB. NOS. 17085235	13/32"	INNER	9/32"	20°	.025	--	28°	7/8	32°
		13/32"	INNER	9/32"	20°	.025	--	24°	7/8	32°
		13/32"	INNER	9/32"	46°	.025	--	26°	7/8	39°
1986	BUICK, CHEVROLET, PONTIAC, OLDS. 305" ENG. (5.0L) CANADA CARB. NOS. 17086580, 582 588, 590	3/8"	INNER	9/32"	15°	.025"	21°	--	7/8	30°

FOR ADDITIONAL ADJUSTMENT DATA ON OLDER MODELS NOT SHOWN GO TO:  
[www.walkerproducts.com/instructions](http://www.walkerproducts.com/instructions)



ADJUSTMENT DATA TABLE  
ROCHESTER CARBURETOR - MODEL M4MC, M4ME

50-585-6

USE W/50-608

YEAR	MAKE	FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER ADJ.	
1978	BUICK 231" ENG. V/6	A/T	7/32"	INNER	9/32"	5/64"	1/64"	7/64"		INDEX	7/32"	
1979	BUICK 231" ENG. V/6											
	49 STATES CARB. NO. 17059240, 243	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	1-RICH	30°	
	49 STATES CARB. NO. 17059242	A/T	7/32"	INNER	9/32"	14.5°	.015"	15°	3/4	2-RICH	30°	
	CALIF. CARB. NO. 17059540, 543	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	1-RICH	38°	
	CALIF. CARB. NO. 17059544	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	1-RICH	30°	
	CALIF. CARB. NO. 17059546	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	INDEX	30°	
	CALIF. CARB. NO. 17059547	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	1-RICH	30°	
	CALIF. CARB. NO. 17059548	A/T	7/32"	INNER	9/32"	14.5°	.015"	21°	3/4	1-RICH	30°	
	301" ENG. V/8	A/T	7/16"	OUTER	3/8"	14.5°	.030"	23°	5/8	2-RICH	33°	
	305" ENG. CALIF.		15/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
	350" ENG. 49 STATES											
CARB. NO. 17059247, 249	A/T	5/16"	OUTER	3/8"	18°	.015"	20°	19°	3/4	1-RICH	38°	
CARB. NO. 17059251		13/32"	INNER	9/32"	18°	30°	23°	30.5°	1/2	2-RICH	35°	
ALTITUDE CARB. NO. 17059256		13/32"	INNER	9/32"	19°	30°	24°	32°	1/2	2-RICH	35°	
CALIF. CARB. NO. 17059554		13/32"	INNER	9/32"	19°	.030"	24°	36.5°	1/2	2-RICH	35°	
1980	BUICK 231" ENG. V/6											
	49 STATES TURBO	A/T	3/16"	INNER	9/32"	14.5°	.025"	16°	16°	9/16	N/A	
	CARB. NO. 17080240, 243		13/32"	INNER	9/32"	14.5°	.025"	15°	9/16	N/A	30°	
	CARB. NO. 17080242		13/32"	INNER	9/32"	14.5°	.025"	16°	15°	9/16	N/A	
	CARB. NO. 17080247		13/32"	INNER	9/32"	14.5°	.025"	16°	15°	9/16	N/A	
252" ENG. V/6	A/T	5/16"	INNER	9/32"	24.5°	.025"	18°	14°	5/8	N/A		
301" ENG. V/8	A/T	7/16"	OUTER	3/8"	14.5°	.025"	23°	29.5°	5/8	N/A		
350" ENG. 49 STATES INCL. CANADA	A/T	7/16"	INNER	9/32"	18°	.025"	23°	20.5°	3/4	N/A		
1980-81	350" ENG. 49 STATES INCL. CANADA	A/T	7/16"	INNER	9/32"	18°	.025"	23°	20.5°	3/4	N/A	
1981	BUICK 231" ENG. V/6 CANADA		13/32"	INNER	9/32"	14.5°	.025"	15°	13°	9/16	N/A	
1982-83	BUICK 305" ENG. CANADA		3/8"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	
1980	CADILLAC 252"		5/16"	INNER	9/32"	24.5°	.025"	18°	14°	5/8	N/A	
1979	CHEVROLET 305" ENG. 305", 350" ENG. CALIF.	A/T	13/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	
1980	CHEVROLET 231" ENG. 49 STATES TURBO	A/T	15/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	
1980	CHEVROLET 301" ENG. TURBO	A/T	3/16"	INNER	9/32"	14.5°	.025"	16°	16°	9/16	N/A	
1980	CHEVROLET 301" ENG. TURBO	A/T	15/32"	OUTER	5/16"	16°	.025"	22°	36°	5/8	N/A	
1980-81	CHEVROLET 305" ENG. 49S	ALL/T	7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	
1980-81	CHEVROLET 305" ENG. 49S	ALL/T	7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	
1981-83	CARB. NOS. 17080202, 0204, 0207		1/2"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	
1981-83	CARB. NOS. 17081296, 297		1/2"	INNER	9/32"	20°	.025"	25°	---	7/8	N/A	
1980	CHEVROLET 305" ENG. 50S	A/T	19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	
1980	CARB. NOS. 17080502, 0504		19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	
1982-84	CHEVROLET 305" ENG. CANADA		3/8"	INNER	9/32"	20°	.025"	25°/23°	---	7/8	N/A	
1985-86	CHEVROLET 305" ENG. CANADA		3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	
1980	CHEVROLET 350" ENG. 49S	ALL/T	7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	
1980	EXC. CARB. NO. 17080228		7/16"	INNER	9/32"	20°	.025"	26°	---	1	N/A	
1986	CHEVROLET 350" ENG. CANADA		1/2"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	
1979	CHEVROLET & GMC TRUCK 350", 400" ENG. 50S	ALL/T	3/8"	INNER	9/32"	37°	.015"	23°	---	1	1-RICH	
1979	CHEVROLET & GMC TRUCK 454" ENG.	ALL/T	3/8"	INNER	9/32"	46°	.015"	24°	---	3/4	1-RICH	
1980	CHEVROLET & GMC TRUCK 350", 400" ENG. 50S	ALL/T	3/8"	INNER	9/32"	37°	.025"	23°	---	1	N/A	
1980	EXC. CARB. NOS. 17080503, 506, 508		15/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1980	EXC. CARB. NOS. 17080523, 524, 525, 526		15/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	
1980-85	CHEVROLET & GMC TRUCK 454" ENG. 50S	ALL/T	3/8"	INNER	9/32"	46°	.025"	24°	30°	3/4	N/A	
1981	CHEVROLET & GMC TRUCK 305" ENG.		15/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	
	CARB. NOS. 17081200, 1201, 1205, 1206	M/T	13/32"	INNER	9/32"	46°	.025"	---	23°	7/8	N/A	
	CARB. NOS. 17081220		15/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
	CARB. NOS. 17081226, 1227		13/32"	OUTER	5/16"	46°	.025"	25°	36°	7/8	N/A	
	CARB. NOS. 17081524, 1526		13/32"	OUTER	5/16"	46°	.025"	25°	36°	7/8	N/A	
1981-84	CARB. NOS. 17080213, 215, 298, 507, 513	ALL/T	3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	
1981-82	CARB. NOS. 17081290, 1291, 1292		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1981-82	CARB. NOS. 17081506, 1508		13/32"	INNER	9/32"	46°	.025"	23°	38°	7/8	N/A	
1982	CHEVROLET & GMC TRUCK 305" ENG. EXCEPT CARB. NOS. 17082230, 231 EXCEPT CARB. NOS. 17082524, 526		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1982	CHEVROLET & GMC TRUCK 305" ENG. EXCEPT CARB. NOS. 17082230, 231 EXCEPT CARB. NOS. 17082524, 526		13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1982	CHEVROLET & GMC TRUCK 305" ENG. EXCEPT CARB. NOS. 17082230, 231 EXCEPT CARB. NOS. 17082524, 526		13/32"	INNER	9/32"	46°	.025"	---	25°	36°	7/8	
1983	CHEVROLET & GMC TRUCK 305" ENG. 49S CARB. NOS. 17083220, 221, 222, 223, 224, 225, 226, 227		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1983	CARB. NOS. 17083230, 231		13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1982-83	CHEVROLET & GMC TRUCK 350" ENG. CARB. NO. 17082213 (1982-85)		3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	
1982-83	CARB. NOS. 17082289, 291, 292, 293		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1982-83	CARB. NOS. 17083290, 291, 292, 293		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1982-83	CARB. NO. 17083298 (1983-85)		3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	
1982-83	ALT. CARB. NOS. 17082234, 235		13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1982-83	CARB. NOS. 17083234, 235		13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1982-83	CARB. NO. 17082513		3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	
1982	CALIF. CARB. NOS. 17082506, 508		13/32"	INNER	9/32"	46°	.025"	23°	36°	7/8	N/A	
1984	CHEVROLET & GMC TRUCK 305" ENG. CARB. NOS. 17084220, 221, 228		13/32"	INNER	3/32"	46°	.025"	---	26°	7/8	N/A	
1984	CARB. NOS. 229, 230, 231		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1984	CARB. NOS. 17084226, 227		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1984	CHEVROLET & GMC TRUCK 350" ENG. CARB. NOS. 17084206, 234, 235		13/32"	INNER	9/32"	46°	.025"	---	26°	7/8	N/A	
1984	CARB. NOS. 291, 293, 294, 298		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1984	CARB. NOS. 17084290, 292		13/32"	INNER	9/32"	46°	.025"	---	24°	7/8	N/A	
1984	CARB. NOS. 17084500, 501 (1984-85)		3/8"	INNER	9/32"	37°	.025"	23°	30°	1	N/A	
1985	CHEVROLET & GMC TRUCK 261" ENG. CARB. NOS. 17085209, 211		13/32"	OUTER	3/8"	20°	.025"	26°	36°	7/8	N/A	
1985	CARB. NOS. 17085223, 225		13/32"	OUTER	3/8"	20°	.025"	26°	36°	1/2	N/A	
1985-86	305" ENG. CARB. NOS. 17085220, 221, 238, 239		13/32"	OUTER	3/8"	20°	.025"	---	26°	7/8	N/A	
1985-86	CARB. NOS. 17085246, 247, 248, 249		13/32"	INNER	9/32"	18°	.025"	20°	---	7/8	N/A	
1985-86	CARB. NOS. 17086246, 247, 248, 249		13/32"	INNER	9/32"	18°	.025"	20°	---	7/8	N/A	
1985-86	350" ENG. CARB. NOS. 17085291, 293		13/32"	OUTER	3/8"	46°	.025"	---	26°	7/8	N/A	
1985-86	CARB. NO. 17085001		3/8"	INNER	9/32"	46°	.025"	23°	30°	1	N/A	
1985-86	454" ENG. CARB. NO. 17085000		3/8"	INNER	9/32"	46°	.025"	24°	30°	7/8	N/A	

N/A NON ADJUSTABLE

**ADJUSTMENT DATA TABLE  
ROCHESTER CARBURETOR - MODEL M4MC, M4ME**

USE W/50-608

YEAR	MAKE		FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER ADJ.
1985-86	CHRYSLER PRODUCTS 318" ENG. CARB. NO. 17085411		13/32"	OUTER	3/8"	20°	.025"	---	27°	1/2	N/A	38°
1985-88	DODGE TRUCK 360" ENG. 5.9L ENG. CARB. NO. 17085409 CARB. NO. 17085417 CARB. NO. 17085408, 414, 416, 431, 432		13/32"	OUTER	3/8"	20°	.025"	---	27°	5/8	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	27°	3/4	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	27°	1/2	N/A	38°
1986	360" ENG. CARB. NO. 17086425 CARB. NO. 17086434		13/32"	OUTER	3/8"	20°	.025"	---	23°	1/2	N/A	38°
			13/32"	OUTER	3/8"	20°	.025"	---	24°	1/2	N/A	38°
1979	OLDSMOBILE 305" ENG. 49S	A/T	13/32"	INNER	1/4"	38°	.015"	28°	---	7/8	1-LEAN	38°
1980	OLDSMOBILE 305" ENG. 49S	A/T	7/16"	INNER	1/4"	20°	.025"	27°	---	7/8	N/A	38°
1980	OLDSMOBILE 305" ENG. CALIF.	A/T	19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	38°
1982-83	OLDSMOBILE 304" ENG. CANADA CARB. NOS. 17082282, 283		3/8"	INNER	9/32"	20°	.025"	26°	---	7/8	N/A	38°
1984	OLDSMOBILE 305" ENG. CARB. NOS. 17084284, 285, 288, 289		3/8"	INNER	9/32"	20°	.025"	26°	---	7/8	N/A	38°
			3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1985	OLDSMOBILE 305" ENG. CANADA		3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1978	PONTIAC 301" ENG.	A/T	15/32"	OUTER	3/8"	5/64"	1/32"	1/8"	11/64"	5/8	2-RICH	13/64"
1979	PONTIAC 301" ENG. 49S	A/T	7/16"	OUTER	3/8"	14.5°	.030"	23°	29.5	5/8	2-RICH	33°
		M/T	7/16"	OUTER	3/8"	20°	.030"	26°	34°	5/8	1-RICH	33°
1979	PONTIAC 350" ENG. 49S	A/T	5/16"	OUTER	3/8"	18°	.015"	20°	19°	3/4	1-RICH	38°
1980-81	PONTIAC 301" ENG. CARB. NOS. 17080270, 272 CARB. NOS. 17080274, 17081276		15/32"	OUTER	3/8"	14.5°	.025"	26°	32.5°	5/8	N/A	33°
			15/32"	INNER	5/16"	18°	.025"	20°	28°	5/8	N/A	33°
1980	PONTIAC 305" ENG.	A/T	19/32"	N/A	3/8"	20°	.025"	24°	30°	7/8	N/A	38°
1980	PONTIAC 350" ENG.	A/T	7/16"	INNER	9/32"	18°	.025"	23°	20.5°	3/4	N/A	38°
1982-84	PONTIAC 305" ENG. CANADA		3/8"	INNER	9/32"	20°	.025"	25°/23°	---	7/8	N/A	38°
1985-86	PONTIAC 305" ENG. 5.0L CANADA		3/8"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°
1986	PONTIAC 350" ENG. CANADA		1/2"	INNER	9/32"	15°	.025"	21°	---	7/8	N/A	30°

N/A NON ADJUSTABLE





USE WITH 50-589-3  
ADJUSTMENT DATA TABLE ROCHESTER MODELS - E4MC, E4ME, E4MED

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM CHOKE ROD	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
<b>BUICK</b>							
1980	231" ENG. V6						
	CARB #17080540, 543	3/8"	14.5°	19°	23°	9/16	38°
	CARB #17080542	3/8"	14.5°	19°	13°	9/16	38°
	CARB #17080545	3/8"	14.5°	19°	18°	9/16	38°
	305" ENG. V8						
1980	CARB #17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
	350" ENG. V8						
1980	CARB #17080553, 554	15/32"	17°	25°	35°	1/2	35°
	<b>1981</b>						
1981	231" ENG. V6						
	CARB #17081242	5/16"	24.5°	17°	15°	9/16	38°
1981	CARB #17081243	1/4"	24.5°	19°	17°	9/16	38°
	252" ENG. V6						
1981	CARB #17081245, 247, 248, 249	3/8"	24.5°	28°	24°	5/8	38°
	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
1981	307" ENG. V8						
	CARB #17081253, 254	15/32"	14°	25°	36°	1/2	35°
<b>1982</b>							
1982	231" ENG. V6						
	CARB #17082244, 260	9/32"	24.5°	21°	16°	9/16	32°
1982	CARB #17082249	9/32"	24.5°	20°	15°	9/16	38°
	<b>1982-83</b>						
1982-83	252" ENG. V6						
	CARB #17082265, 266	3/8"	24.5°	26°	26°	5/8	32°
1982-83	CARB #17082267, 268	3/8"	18°	26°	26°	5/8	32°
	307" ENG. V8	7/16"	14°	27°	41°	1/2	35°
<b>1983</b>							
1983	231" ENG. V6						
	CARB #17083242	9/32"	24.5°	20°	—	9/16	38°
1983	CARB #17083244	1/4"	24.5°	21°	16°	9/16	32°
	252" ENG. V6						
1983	CARB #17082245, 246, 294, 295, 17083248	3/8"	24.5°	26°	26°	5/8	32°
	CARB #17082247, 248, 298, 299	3/8"	18°	26°	26°	5/8	32°
<b>1984</b>							
1984	252" ENG. V6 (4.1L)						
	CARB #17084240, 244	5/16"	24.5°	24°	—	1	32°
1984	CARB #17084246	5/16"	24.5°	22°	24°	1	32°
	307" ENG. V8 (5.0L)						
1984	CARB #17084252, 254	7/16"	14°	27°	41°	1/2	35°
	CARB #17084256, 258	11/32"	14°	25°	41°	1/2	35°
<b>1985-90</b>							
1985-90	307" ENG. V8 (5.0L)						
	CARB #17085282, 17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
<b>1986</b>							
1986	305" ENG. V8 (5.0L)						
	CARB #17086004	11/32"	20°	27°	—	7/8	38°
<b>CADILLAC</b>							
<b>1980</b>							
1980	368" ENG. V8						
	CARB #17080530*	17/32"	16°	25°	47°	1/2	40°
<b>1981</b>							
1981	252" ENG. V6						
	CARB #17081248	3/8"	24.5°	28°	24°	5/8	38°
1981	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
	<b>1982-83</b>						
1982-83	252" ENG. V6						
	CARB #17082246, 266, 295	3/8"	24.5°	26°	26°	5/8	32°
1982-83	CARB #17082247, 267, 298	3/8"	18°	26°	26°	5/8	32°
	<b>1986-90</b>						
1986-90	307" ENG. V8 (5.0L)						
	CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
<b>CHECKER MOTORS</b>							
<b>1980</b>							
1980	305" ENG. CALIF.	1/2"	20°	24°	30°	7/8	38°
	305" ENG.	11/32"	20°	26°	—	7/8	38°
1982	305" ENG.	11/32"	20°	27°	—	7/8	38°
	<b>CHEVROLET</b>						
<b>1980</b>							
1980	231" ENG. V6						
	CARB #17080543	3/8"	14.5°	19°	23°	9/16	38°
1980	305" ENG. V8						
	CARB #17080502, 504, 516, 517	1/2"	20°	24°	30°	7/8	38°
<b>1981</b>							
1981	231" ENG. V6						
	CARB #17081202, 203, 204, 207	11/32"	20°	26°	—	7/8	38°
1981	305" ENG. V8						
	CARB #17081219, 222	11/32"	20°	28°	—	7/8	38°
1981	350" ENG. V8						
	CARB #17081216, 217, 218	11/32"	20°	26°	—	7/8	38°
1981	CARB #17081224, 228	11/32"	20°	28°	—	7/8	38°
	<b>1982-83</b>						
1982-83	305" ENG. V8						
	CARB #17082202, 204	11/32"	20°	27°	—	7/8	38°
1982-83	350" ENG. V8						
	CARB #17082216, 218	11/32"	20°	27°	—	7/8	38°
<b>1983</b>							
1983	305" ENG. V8						
	CARB #17082203, 17083207	11/32"	38°	27°	—	7/8	38°
1983	CARB #17083204	11/32"	20°	27°	—	7/8	38°
	<b>1984</b>						
1984	305" ENG. V8 (5.0L)						
	CARB #17084201, 208	11/32"	20°	27°	—	7/8	38°
1984	CARB #17084205, 209	11/32"	38°	27°	—	7/8	38°

\*Pump Rod Location: Inner Hole of Pump Lever

Note 1: 2 STEP CAM (STAMPED AD) - 38°  
3 STEP CAM (STAMPED E) - 20°

YEAR	APPLICATION	FLOAT LEVEL	FAST IDLE CAM CHOKE ROD	VACUUM BREAK FRONT	VACUUM BREAK REAR	AIR VALVE SPRING (TURNS)	UNLOADER SETTING
<b>CHEVROLET (Cont'd)</b>							
1985	305" ENG. V8 (5.0L) CARB #17085202, 204	11/32"	20°	27°	--	7/8	38°
	CARB #17085203	11/32"	NOTE: 1	27°	--	7/8	38°
	CARB #17085207	11/32"	38°	27°	--	7/8	38°
	350" ENG. V8 (5.7L) CARB #17085218	11/32"	20°	27°	--	7/8	38°
1986-87	305" ENG. V8 (5.0L) CARB #17086005, 040	11/32"	38°	27°	--	7/8	38°
	305" (5.0L), 350" (5.7L) V8 ENG. CARB #17086003, 004, 006	11/32"	20°	27°	--	7/8	38°
1986-90	307" ENG. V8 (5.0L) CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
1988-89	305" (5.0L), 350" (5.7L) V8 ENG. CARB #17087129, 132, 306, 17088152	11/32"	20°	27°	--	7/8	38°
<b>CHEVROLET/GMC TRUCK</b>							
1983	305" (5.0L), 350" (5.7L) ENG. CALIF. CARB #17083506, 508, 524, 526	7/16"	20°	27°	36°	7/8	36°
1984	305" ENG. V8 (5.0L)	7/16"	20°	25°	36°	1	36°
	350" ENG. V8 (5.7L)	7/16"	20°	27°	36°	1	36°
1985	261" ENG. V6 (4.3L) CARB #17085502, 503	7/16"	20°	26°	36°	7/8	39°
1985-86	305" ENG. V8 (5.0L) CARB #17085524, 526	7/16"	20°	25°	36°	1	36°
	350" ENG. V8 (5.7L) CARB #17085506, 508	7/16"	20°	27°	36°	1	36°
1986	265" ENG. V6 (4.3L) CARB #17086057, 058	9/16"	20°	26°	36°	7/8	39°
<b>CHRYSLER PRODUCTS</b>							
1985-89	318" ENG. V8 (5.2L) CARB #17085407, 433	7/16"	20°	25°	--	7/8	30°
<b>OLDSMOBILE</b>							
1980	305" ENG. V8 CARB #17080504, 517	1/2"	20°	24°	30°	7/8	38°
	350" ENG. V8 CARB #17080553, 554	15/32"	17°	25°	35°	1/2	35°
1981	252" ENG. V6 CARB #17081248	3/8"	24.5°	28°	24°	5/8	38°
	CARB #17081289	13/32"	24.5°	28°	24°	5/8	38°
	307" ENG. V8 CARB #17081253, 254	15/32"	14°	25°	36°	1/2	35°
1982-83	252" ENG. V6 CARB #17082246, 266, 295	3/8"	24.5°	26°	26°	5/8	32°
	CARB #17082247, 267, 298	3/8"	18°	26°	26°	5/8	32°
	307" ENG. V8	7/16"	14°	27°	41°	1/2	35°
1984	252" ENG. V6 (4.1L) CARB #17084246	5/16"	24.5°	22°	24°	1	32°
	307" ENG. V8 (5.0L) CARB #17084252, 254	7/16"	14°	27°	41°	1/2	35°
	CARB #17084256, 258	11/32"	14°	25°	41°	1/2	35°
1985	307" ENG. V8 (5.0L) CARB #17085282	11/32"	14°	25°	43°	1/2	35°
	CARB #17085554	7/16"	14°	27°	41°	1/2	35°
1986-90	307" ENG. V8 (5.0L) CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°
	CARB #17086009	7/16"	14°	25°	43°	1/2	35°
<b>PONTIAC</b>							
1980	305" ENG. V8 CARB #17080504, 517	1/2"	20°	24°	30°	7/8	38°
	350" ENG. V8 CARB #17080553	15/32"	17°	25°	35°	1/2	35°
1981	301" ENG. V8 CARB #17081270	7/16"	14.5°	24°	34°	5/8	35°
	CARB #17081272	7/16"	14.5°	24°	40°	5/8	35°
	CARB #17081273, 274	7/16"	16°	24°	34°	5/8	35°
	305" ENG. V8 CARB #17081203, 207	11/32"	20°	26°	--	7/8	38°
	307" ENG. V8 CARB #17081254	15/32"	14°	25°	36°	1/2	35°
1982	252" ENG. V8 CARB #17082268	3/8"	18°	26°	26°	5/8	32°
	CARB #17082299	9/32"	24.5°	20°	15°	9/16	38°
1982-89	305" ENG. V8 (5.0L) CARB #17082202, 204, 17083204						
	17084201, 208, 17085204						
	17086004	11/32"	20°	27°	--	7/8	38°
	CARB #17082203, 207, 17083207						
	17084205, 209, 17085207						
	17086005, 040	11/32"	38°	27°	--	7/8	38°
1985	305" ENG. V8 (5.0L) CARB #17085203	11/32"	Note: 1	27°	--	7/8	38°
1986-89	307" ENG. V8 (5.0L) CARB #17086008, 17088115	11/32"	14°	25°	43°	1/2	35°

\*Pump Rod Location: Inner Hole of Pump Lever

Note 1: 2 STEP CAM (STAMPED AD) - 38°  
3 STEP CAM (STAMPED E) - 20°



**INSTRUCTION SHEET**  
**MIXTURE CONTROL ADJUSTMENTS**  
**ROCHESTER CARBS, MODELS - E2MC, E2ME, E4MC, E4ME**  
(COMPUTER COMMAND CONTROLLED)

FOLLOW NUMERICAL SEQUENCE IN MAKING ADJUSTMENTS. IF CARBURETOR HAS BEEN DISASSEMBLED FOR CLEANING MAKE ADJUSTMENTS AS CARBURETOR IS REASSEMBLED.

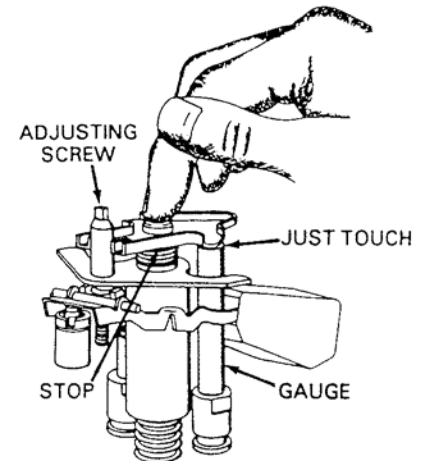
OR

REMOVE AIRHORN (BOWL COVER), SOLENOID PLUNGER, COVER GASKET, PLASTIC FILLER BLOCK AND METERING RODS.

NOTE: REMOVE COVER FROM IDLE AIR BLEED VALVE. REMOVE IDLE AIR BLEED VALVE FROM BOWL COVER. NEXT REMOVE RICH MIXTURE STOP SCREW FROM BOWL COVER (SCREW WITH LARGE FLAT SURFACE). USING A PUNCH KNOCK OUT SEAL PLUG. REPLACE SCREW (AND SPRING IF USED) UNTIL LIGHTLY SEATED.

**1. LEAN MIXTURE SCREW ADJUSTMENT**

- A. INSTALL GAUGE ON THROTTLE SIDE METERING JET.
- B. INSTALL SOLENOID PLUNGER.
- C. PRESS DOWN ON CENTER OF SOLENOID PLUNGER AND ADJUST LEAN MIXTURE SCREW (WITH ADJUSTING WRENCH) SLOWLY UNTIL PLUNGER IS CONTACTING STOP AND JUST TOUCHING GAUGE. AFTER CONTACT 1/4 TURNS EITHER WAY WILL VERIFY CORRECT SETTING.
- D. REASSEMBLE CARBURETOR.



**2. RICH STOP SCREW ADJUSTMENT (PLUNGER TRAVEL)**

- A. INSERT PLASTIC GAUGE INTO "D" SHAPED HOLE IN AIR HORN. WITH SCALE FACING TOWARDS FUEL INLET, TAKE A MEASUREMENT AT THIS POINT THEN PRESS DOWN ON SCALE CAREFULLY AND TAKE A MEASUREMENT. ADJUST PLUNGER TRAVEL TO 4/32". TO ADJUST TURN RICH STOP SCREW WITH ADJUSTING WRENCH.
- B. RE-INSTALL PLUG IN ACCESS HOLE

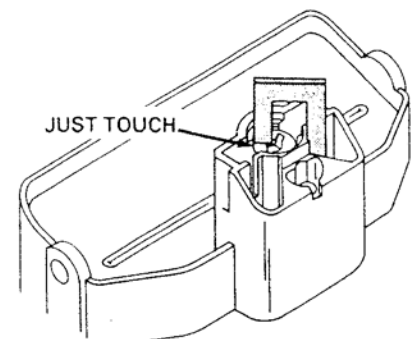
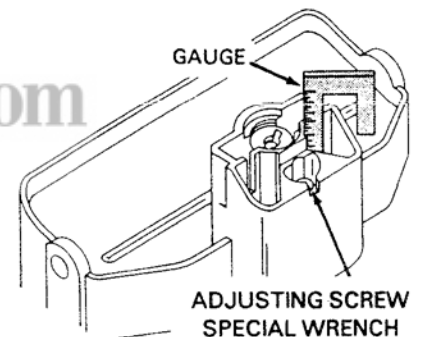
**NOTE: CARBURETORS WITH RICH LIMITER STOP BRACKET DO NOT HAVE A RICH STOP ADJUSTMENT AS BEFORE.**

TO ADJUST

1. LEAN MIXTURE ADJUSTMENT IS MADE AS BEFORE.
2. AFTER LEAN MIXTURE ADJUSTMENT NOTE POSITION OF TOOL HANDLE AND RECORD NUMBER OF TURNS IT TAKES TO TURN ADJUSTING SCREW CLOCKWISE UNTIL SOLENOID BOTTOMS OUT AGAINST FLOAT BOWL.
3. REMOVE GAUGE AND REASSEMBLE ALL NECESSARY PARTS.
4. TURN SOLENOID ADJUSTING SCREW CLOCKWISE UNTIL SOLENOID BOTTOMS OUT AGAINST FLOAT BOWL, THEN TURN COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED IN STEP 2.

**3. IDLE AIR BLEED VALVE. PRE-ADJUSTMENT (BENCH ADJ.)**

- A. IDLE AIR BLEED VALVE INSTALLED IN AIR HORN.
- B. INSERT PLASTIC GAUGE INTO "D" SHAPED HOLE IN AIRHORN WITH SHORT LEG OF GAUGE POSITIONED OVER IDLE AIR BLEED VALVE. PRESS DOWN LIGHTLY ON GAUGE UNTIL SOLENOID PLUNGER BOTTOMS ON STOP. (NOT THE GAUGE ON IDLE AIR BLEED VALVE). ADJUST IDLE AIR BLEED VALVE UNTIL IT JUST TOUCHES GAUGE.



**FOLLOW MANUFACTURERS PROCEDURE FOR ON CAR FINAL ADJUSTMENTS.**

**GAUGE KIT AVAILABLE AT THE DEALER**