

# INSTRUCTIONS

910-11589

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## Installation of Rochester 2 GC Tri-Power Base Kit Modifications to center (primary) carb

1) Remove, disassemble, and clean carb as you would for a normal rebuild.

**NOTE: Refer to the enclosed exploded view for proper part placement and nomenclature. This kit does not include all components listed in the illustration.**

2) To install the extended throttle shaft, start by looking closely at the old throttle blades in the baseplate. Note how they seat in the throttle bore and the orientation of the bevel on the edge of the throttle blades. Remove the screws securing the throttle blades to the throttle shaft (in some applications where the end of the throttle shaft screw has been peened over it may be necessary to use a small file to remove peened portion of screw flush with throttle shaft), and remove blades, then slide throttle shaft out of baseplate.

3) Grind off peened end of old throttle shaft which secures it to the throttle arm. Remove throttle arm. Install throttle arm on double D end of new extended throttle shaft and secure with washer and screw. Use Loctite on screw to prevent it from working loose.

4) Insert the new throttle shaft into the baseplate. Install the new throttle blades in the throttle shaft, recalling your notes from disassembly. Use a dab of Loctite on all of the throttle blade screws and install all 4 screws loosely. While holding light pressure on the throttle arm toward the throttle closed position, manipulate the throttle blades until you have a positive seal all around both throttle blades, tighten all 4 screws in this position. Operate the throttle arm to wide open throttle and back to idle and verify that blades close fully, and open 90 degrees at wide open throttle, with no sticking or binding.

5) Remove the 3 screws from the venturi booster cluster, noting that the long center screw has a hard fiber seal washer.

6) Remove the small idle jet metering tubes (2) from the outer edge of the cluster. Install the new idle metering tubes into the cluster, using care not to bend or damage the tube.

7) Replace the (2) original main metering jets with the #56 jets included with the kit.

8) With the carb top inverted, grasp the power valve piston with a pair of pliers and extract it from the housing. Insert the new power valve piston assembly into the top housing, press the retainer washer into the recess of the casting, and use a small punch to stake the washer in place. Install new power valve into the lower main body.

9) Reset the float level as illustrated. Set dimension at  $\frac{3}{4}$ " from float seam to gasket.

10) Reassemble carb and install on manifold with a new gasket (included).

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# Modifications to the 2 (secondary) end carbs

- 1) Remove, disassemble, and clean carbs as you would for a normal rebuild.
- 2) Remove the power valves and power valve piston assemblies from the carbs. Install the power valve plug and new gasket in place of the power valve into the lower main body of each carb. Don't worry about plugging the casting hole where the power valve piston was removed, the base plate eliminates the vacuum source to this port.
- 3) Remove screws securing the choke plate to the choke shaft. Remove and discard choke plate, shaft, and all related choke components from each carb. Insert the 4 small chrome plugs into the choke shaft bosses in the upper casting.
- 4) Reset the float level as illustrated. Set dimension at  $\frac{3}{4}$ " from float seam to gasket.
- 5) Install new base plates onto carb bodies using the supplied gaskets.
- 6) Remove original main metering jets and install the #55 jets included in the kit.

**NOTE: On smaller cubic inch engines, the amount of fuel injected into the engine by three accelerator pumps when advancing to WOT may cause black smoke out of the exhaust and an excessively rich condition. To reduce the amount of accelerator pump shot on the secondary carbs remove the accelerator pump assembly (item #43 in illustration) from the upper air horn housing. Compress spring and remove C clip retainer. Cut up to 5 full coils off of the accelerator pump spring. Reassemble accelerator pump and reinstall in air horn. Each engine combination is different, some fine tuning is normally required.**

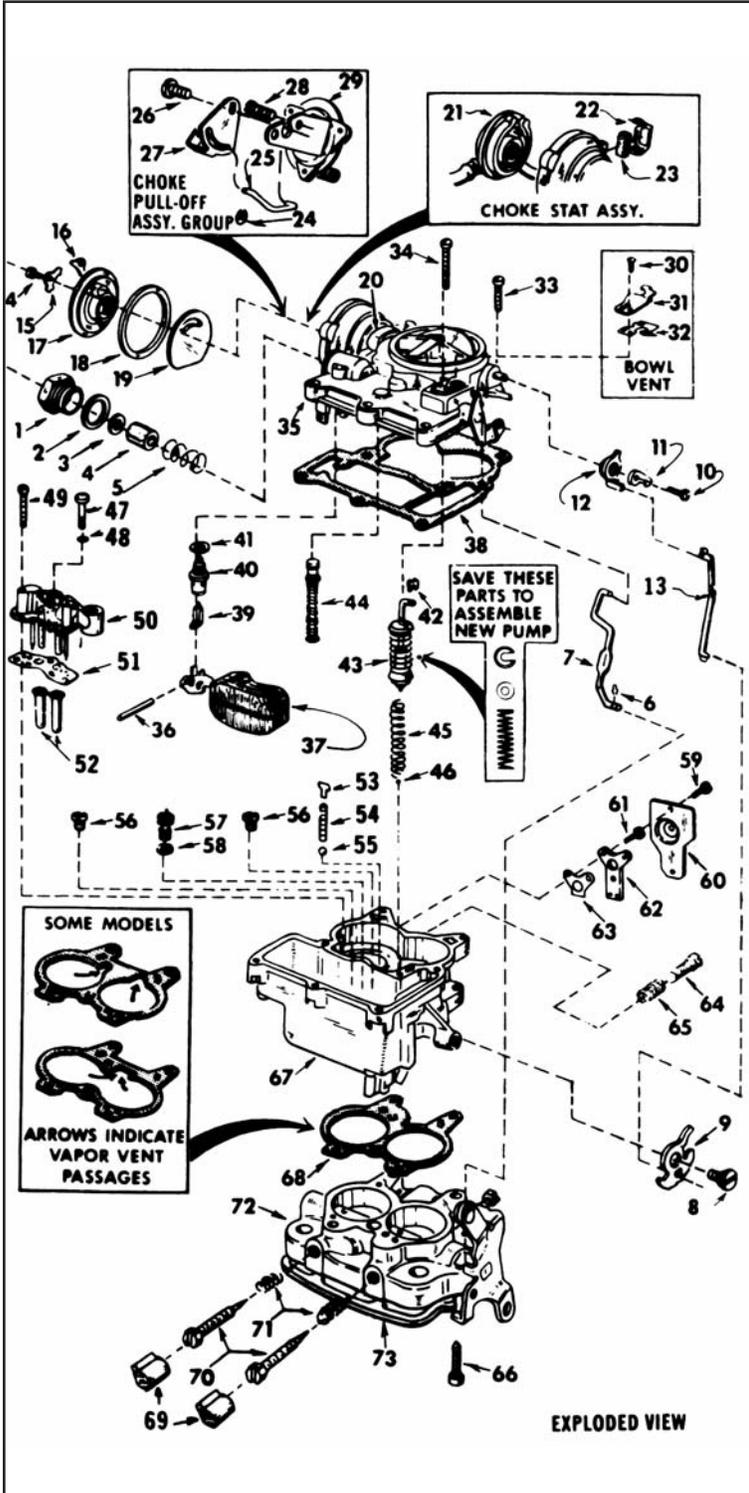
- 7) Reassemble carbs and install on manifold with new gaskets (included).

# Rochester Carburetor 2 Barrel - Models 2G, 2GC, 2GV

- Carefully read the text in the previous pages to become familiar with the content of this instruction sheet before performing carburetor overhaul.
- The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

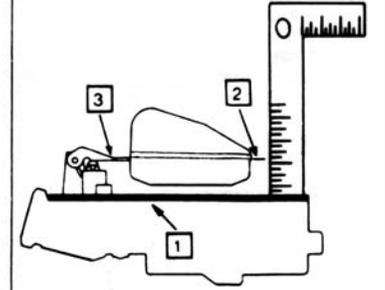
- Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
- Parts list shown DOES NOT Reflect the contents of the kit
- Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

## PART LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT



### FLOAT LEVEL ADJUSTMENT

- INVERT AIR HORN & POSITION GASKET ON PARTING SURFACE
- MEASURE AS SPECIFIED FROM AIR HORN GASKET TO NOTCH AT FLOAT AS SHOWN
- BEND HERE TO ADJUST FLOAT LEVEL



NOTE: TO AVOID DAMAGING FLOAT NEEDLE, DO NOT PRESS NEEDLE INTO SEAT.

### CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

**CAUTION:** When cleaning with solvent do not soak or spray parts containing rubber leather plastic and electrical components.

1 Adapter Fuel Inlet	38 Gasket, Air Horn
2 Gasket, Adapter	39 Needle, Fuel Inlet
3 Gasket, Fuel Filter	40 Seat, Fuel Inlet
4 Filter, Fuel Inlet	41 Gasket Seal
5 Spring, Override Filter	42 Clip, Pump Piston
6 Clip, Pump Rod Lower	43 Piston Assembly, Pump
7 Rod, Pump Piston	44 Piston Assembly, Power Valve
8 Screw, Fast Idle Cam	45 Spring, Piston Return
9 Cam, Fast Idle	46 Ball Check, Pump Intake (Small)
10 Screw, Lever, Trip	47 Screw, Center, Venturi Assembly
11 Lever, Trip	48 Gasket, Center Screw
12 Lever, Engaging Choke	49 Screw, Mounting, Venturi Assembly
13 Rod, Connecting, Choke	50 Venturi Assembly
14 Screw, Retainer, Choke Cover	51 Gasket, Venturi
15 Retainer, Serrated, Choke Cover	52 Tube, Main Well(2)
16 Retainer, Choke Cover	53 Retainer, Spring Pump Discharge
17 Cover, Choke Stat Assembly	54 Spring, Pump Discharge Ball
18 Gasket, Choke Cover	55 Ball Check, Pump Discharge (Large)
19 Deflector, Heat, Choke Cover	56 Jet, Main (2)
20 Seal, Choke, Housing (Not Shown)	57 Power Valve
21 Choke Stat Cover # Assembly	58 Gasket Power Valve
22 Holder, Filter #	59 Screw, Hot Idle Compensator Cover
23 Filter, Intake Air#	60 Cover, Hot Idle Compensator
24 "E" Clip, Choke Pull-off Link#	61 Screw, Bi-Metallic Valve
25 Link, Choke-Pull-Off#	62 Bi-Metallic Valve, Hot Idle Compensator
26 Screw, Choke Shaft Slotted Lever#	63 Gasket, Bi-Metallic Valve
27 Lever, Choke Shaft Slotted#	64 Screw, Idle Air Adjusting (By-pass Idle System)
28 Screw, Choke Pull-Off Mounting#	65 Spring, Idle Air Adjusting Screw
29 Choke Pull-Off Assembly#	66 Screw Throttle Body to Main Body
30 Screw Vent Valve Cover#	67 Main Body
31 Cover Vent Valve#	68 Gasket, Throttle Body to Main Body (Match up Old Gasket)
32 Valve, Vent#	69 Cap, Limiter #
33 Screw, Air Horn Mounting (Short)	70 Screw, Idle Mixture
34 Screw, Air Horn Mounting (Long)	71 Spring, Idle Mixture Screw
35 Air Horn Assembly	72 Throttle Body assembly
36 Rod, Float Hinge	73 Gasket Flange
37 Float Assembly	

# Some Models

# IMPORTANT

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