

BULLETIN 9-BU-1 BUICK DATE: OCTOBER 1963 PAGE 1 FILE AFTER BUICK SPEC. & ADJ. DIVIDER

ADJUSTMENT and TUNE UP SPECIFICATIONS

	EAR		1955-56		1957		1958		58	1959	
CARBURETOR	CARBURETOR MODEL		C	4G	C	4 G	С	4 G	C	4GC	
CARBURETOR NO.		7006200 7009100 7009200		7010070 7011570		7011600		7013100		7013044 With VAC Assis Float System	
		AD	JUST	AENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-BL	J - 4	9 - Bl	J - 4	9-BI	J - 4	9-BL	J = 4	9-Bl	J = 4
ADJUSTMENT	anan 281	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOAT LEVEL	PRIMARY	1-9/16	1	1-3/8	1-A	1-3/8	1-A	1-13/32	1-A	1-15/32	1 - A
FLOAT LEVEL	SECONDARY	1-9/16	1	1-3/8	1-A	1-3/8	1-A	1-3/8	1-A	1-3/8	1-A
FLOAT TOE	PRIMARY		-	Flush	2-A	3/8	2	7/16	2	11/16	2
LOATIOL	SECONDARY	-		Flush	2-A	3/8	2	3/8	2	3/8	2
FLOAT DROP	PRIMARY	2-1/4	4-A	1-13/16	4	1-5/16	4	1-11/32	4	1-1/2	4
I LOAT DROP	SECONDARY	2-1/4	4-A	1-13/16	4	1-5/16	4	1-11/32	4	1 - 5/16	4
FLOAT ALIGN	AENT		3	-1	3		3	-	3	and the Y	3
VACUUM ASSIS	T SPRING	-				-	-	- 01	19.9	1-1/16	5
PUMP ROD LOO	CATION		-	Center	6	Center	6	Center	6	Center	6
PUMP ROD	1.1 1 11.1	1-1/16	6	1-1/32	6	1-1/32	6	1-1/32	6	1-1/32	6
IDLE VENT		-		-		-		-	-	7-19.9	5.40
INTERMEDIATE CHOKE ROD		Flush	8	Flush	8	Flush	8	Flush	8	Flush	8
INTERMEDIATE	CHOKE NOD	. ruon	0	Trush	0	Tush				1 In Oli	×.
VACUUM BREA	К	Index	- 10	- Index	- 10	Index	- 10	- Index	- 10	Index	- 10
VACUUM BREA AUTOMATIC CI	К	- Index	- 10	Index	10	– Index		- Index	- 10	Index	- 10
VACUUM BREA AUTOMATIC CH CHOKE ROD	К	- Index .140	10 12	Index		 Index .150	- 10 12	Index	- 10 12	1100 - 1150	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE	К	- Index .140 Tur		- Index .150	- 10 12 ct low ste	- Index .150 p of cam.	- 10 12 Check tu	- Index .150 une-up spe		Index .150 .150	- 10 12
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER	KIOKE	- Index .140 Tur .120		- Index .150 in to contac .130				- Index .150 une-up sper .130	- 10 12 c. for pro 14	.150 .130	- 10 12 12
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L	K IOKE OCKOUT	- Index .140 Tur .120 .015		- Index .150 in to contac .130 .015				 Index .150 Jne-up spe .130 .015	- 10 12 c. for pro 14 15	.150 .130 .130 .015	
VACUUM BREA AUTOMATIC CI CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY C		- Index .140 Tur .120		- Index .150 in to contac .130				- Index .150 une-up sper .130	- 10 12 c. for pro 14 15 16	.150 .130	- 10 12 12
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L				 Index .150 in to contac .130 .015 .030 	10 10 12 12 14 15 16 -	 Index .150 p of cam. .130 .015 .030 		 Index .150 Jne-up spe .130 .015	- 10 12 c. for pro 14 15	.150 .130 .130 .015	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET		- Index .140 Tur .120 .015 .030 -	- 10 12 n screw 14 15 16 - UNE		10 10 12 12 14 15 16 			 Index .150 .015 .030 -	- 10 12 c. for pro 14 15 16 -	.150 .150 .015 .030 .015	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET	K IOKE OCKOUT ONTOUR URN CHECK		- 10 12 n screw 14 15 16 - UNE	 Index .150 in to contac .130 .015 .030 	10 10 12 12 14 15 16 	 Index .150 p of cam. .130 .015 .030 :ATIOI 450		 Index .150 .015 .030 450-		.150 per RPM .130 .015 .030 - 450	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M.	K IOKE OCKOUT ONTOUR URN CHECK	- Index .140 Tur .120 .015 .030 - -		 Index .150 in to contato .130 .015 .030 UP SPI 450-		 Index .150 p of cam. .130 .015 .030 CATIOI 450. 550		 Index .150 .015 .030 450- 550-		.150 .150 .015 .030 	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	K IOKE OCKOUT ONTOUR URN CHECK	- Index .140 .120 .015 .030 - - 450-			10 10 12 12 14 15 16 			 Index .150 .015 .030 450- 550- 150		.150 .150 .015 .030 .015 .050 .050 .050 .050 .050 .050 .05	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M. FAST IDLE DWELL	K IOKE OCKOUT ONTOUR URN CHECK	- Index .140 Tur .120 .015 .030 - 170 450- 170 27			10 10 12 12 14 15 16 			 Index .150 .015 .030 450- 550- 150 .30		.150 .150 .015 .030 .015 .030 .015 .030 .015 .030 .015 .030 .015 .030 .030 .015 .030 .030 .030 .030 .030 .030 .030 .03	
VACUUM BREA AUTOMATIC CH CHOKE ROD FAST IDLE UNLOADER SECONDARY L SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	K IOKE OCKOUT ONTOUR URN CHECK	- Index .140 Tur .120 .015 .030 - 450- 170		 Index .150 in to contact .130 .015 .030 UP SPI 450- 1500				 Index .150 .015 .030 450- 550- 150		.150 .150 .015 .030 .015 .050 .050 .050 .050 .050 .050 .05	

CO, WD, 131, 132:16, 9X, 9FR, 9FD

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Delco Rochester

BUICK

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR		195	9	1960-	-61	1961		1961-	.62	1961-62	
CARBURETOR MODEL		4 G	С	4GC		2GC		2GC		4GC	
CARBURETOR NO.		7013044 Without VAC Assist Float System.		7015040 7019040		7019042		7019090 7019093		7020043 7020045	
		AD	JUST	AENT	SPEC	FICAT	IONS	and an a start of the			
ADJUSTMENT B	ULLETIN NO.	9- BL	J - 4	9 - BI	J = 4	9 - BI	J-3	9-BL	J - 3	9 - B	U - 4
ADJUSTMENT	LINE PROV	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
	PRIMARY	1-3/8	1-A	1-11/32	1-A	11/16	2	21/32	2	1-11/32	1-A
FLOAT LEVEL	SECONDARY	1-3/8	1-A	1-3/8	1-A		12.00	1 2340	10212	1-3/8	1-A
	PRIMARY	1/2	2	9/16	2	-		-15	SAL 9	9/16	2
FLOAT TOE	SECONDARY	3/8	2	3/8	2	_		126.40	1028	3/8	2
L. s va basa	PRIMARY	1-7/16	4	1-7/16	4	1-29/32	3	1-29/32	3	1-7/16	4
FLOAT DROP	SECONDARY	1-5/16	4	1-5/16	4	1 4.3	4	284	1HODER	1-5/16	4
FLOAT ALIGN			3		3		-	1-	7-0-30	(HQ)+r 1	3
VACUUM ASSIS	and a start and and and a start of the	-	-	-	_			- 7	1522	3122/	19.2 -
PUMP ROD LOO	and the second se	Center	6	Center	6			_	10174	Outer	6
PUMP ROD	1 28	1-1/32	6	1-1/32	6	1-1/8	4	1-11/32	4	29/32	6
IDLE VENT		-	-	_	-				-	T-1	-
INTERMEDIATE	CHOK E ROD	Flush	8	Flush	8	-	- And F		T JSHE	Flush	8
VACUUM BREAK				_	-	_	_			4592	10.04
AUTOMATIC CHOKE		Index	10	Index	10	1-N.R.	8	Index	9	D Index	10
CHOK E ROD		.150	12	.060	12	.035	9	.050	11	.045	12
FAST IDLE	Mar Starten	Tu	rn screw	in to conto	ict low st	ep of cam.	Check t	une-up spe	c. for pr	oper RPM	
UNLOADER		.130	14	.130	14	.080	11	.160	13	.130	14
SECONDARY L	OCKOUT	.015	15	.015	15		1.49	-	H	.015	15
SECONDARY C	ONTOUR	.030	16	.030	16	-	-12		1,162,14	.030	16
THROTTLE RET	FURN CHECK	-	-	1.4%	199		_		OP3	88 -	-
		T	UNE	UP SP	ECIFI	CATIO	NS			1990 B	
IDLE R.P.M.	and the second	525	- N	525	- N	525	- N	525	- N	525	- N
IDLE R.P.M	AIR COND.	575		575	- N	575	- N	575	- N	575	- N
FAST IDLE	THE GOILDT	650-Lo		650 - Lo	111	-	2000 T	-		650-Lo	ow Step
DWELL		30		30)0	30°		30°		30°	
POINT GAP		.01	16	.01	6	.0	16 000	.01	6	.0	16
	GAP		ACC ALCOLUMN		Sales and the second second	.0	33	.03	5	0.500.00	35
SPARK PLUG GAP TIMING - Vacuum advance line MUST be disconnected and fitting plugged.		.033 12º - BTDC @ 400 RPM		.033 12° - BTDC @ 400 RPM		74⁄2° - BTDC @ 1050 RPM		5° - BTDC @ 400 RPM		5° - BTDC @ 400 RPM	

CO, WD, 131, 132:16, 9X, 9FR, 9FD

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BUICK

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR		1962		19	62	196	2	196	2	1963		
CARBURETOR MODEL CARBURETOR NO.		4GC 7020040 7020041		2GC 7020046 7020047 7020048 7020049		2GC 7020140 7020141		2GC 7020146 7020147		4GC 7023040 7023143		
												and the second
ADJUSTMENT B	ULLETIN NO.	9 - BI	J - 4	9- BI	J-3	9-BI	J-3	9- BL	1-3	9 - B	U = 4	
ADJUSTMENT	the section of	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC	
	PRIMARY	1-11/32	1-A	23/32	2	21/32	2	21/32	2	1-11/32	1-A	
FLOAT LEVEL	SECONDARY	1-3/8	1-A	-	-	-	-	-	-	1-3/8	1-A	
	PRIMARY	9/16	2	-	-		-	-	-	9/16	2	
FLOAT TOE	SECONDARY	3/8	2	-	-	-	-	-	-	3/8	2	
	PRIMARY	1-7/16	4	1-29/32	3	1-29/32	3	1-29/32	3	1-7/16	4	
FLOAT DROP	SECONDARY	1-5/16	4	-	-	-	-	-	-	1-1/4	4	
FLOAT ALIGN		-	3		-	-	-	_	-	_	3	
VACUUM ASSIS	States and a state of the state	-	-	- 1	-	-	- 1	_	-	-	-	
PUMP ROD LO		Center	6	_	-	_	-	-		Center	6	
PUMP ROD		1-1/32	6	1-7/16	4	1	4	1-11/32	4	1	6	
IDLE VENT		-	- 1	_	-	-	-		-		-	
INTERMEDIATE CHOKE ROD		Flush	8	Flush	6	_		_		Flush	8	
VACUUM BREAK		-	-	_	-	-	-	-	-		-	
AUTOMATIC CHOKE		Index	10	Index	9	1-N.R.	9	Index	9	Index	10	
CHOKE ROD		.060	12	.095	11	.050	11	.050	11	.050	12	
FAST IDLE		Tui	'n screw i	in to conta	ct low ste	ep of cam.	Check to	une-up spee	c. for pro	per RPM		
UNLOADER		.130	14	.245	13	.180	13	.160	13	.130	14	
SECONDARY L	OCKOUT	.015	15	-	-	-	-	—	-	.015	15	
SECONDARY C	ONTOUR	.030	16	-	_	-	-	-	-	.030	16	
THROTTLE RET	TURN CHECK		-	-	-	-	-	-	-	-		
		T	UNE	UP SP	ECIFIC	CATIO	NS					
IDLE R.P.M.		525-	The subscription of the local division of the local division of the local division of the local division of the	525	STATISTICS.	600 -	and the second se	525-	N	525	- N	
IDLE R.P.M	AIR COND.	575-	N	575		650 -		575-	Contraction of the local division of the loc	575		
FAST IDLE		650 - Lo	w Step			_	-	-		650 - Lo		
		30		30	0	30	0	30	0)¢	
DWELL												
Contraction of the local division of the loc			.016		.016		.016		.016		.016	
DWELL POINT GAP SPARK PLUG (GAP	.03	3	.03	5	.035		.03	5	.03	5	

BUICK

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR		1963		19	63	1963		196	3	1964	
CARBURETOR MODEL		2GC		4GC		2GC		2GC		4GC	
CARBURETOR NO.		7023041 7023042 7023043 7023145 7023146		7023044 7023045		7023046 7023047 7023142		7023048 7023049		7024040	
		AD.	JUSTA	AENT	SPEC	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-BL	J - 3	9 - BI	J - 4	9 - BI	J - 3	9 - BL	1-3	9-B	U - 4
ADJUSTMENT	254	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	21/32	2	1-11/32	1-A	21/32	2	21/32	2	1-11/32	1-A
FLOAT LEVEL	SECONDARY			1-3/8	1-A	-	1 1		107232	1-3/8	1-A
EL ONT TOP	PRIMARY	_		9/16	2		-	- 1- 11	0.23	17/32	2
FLOAT TOE	SECONDARY	_	-	3/8	2	-	-	2044	-	13/32	2
	PRIMARY	1-29/32	3	1-9/16	4	1-29/32	3	1-29/32	3	1-7/16	4
FLOAT DROP	SECONDARY	-	_	1-9/32	4	_	1.27	1 1 1 2 2 2 3	_	1-3/16	4
FLOAT ALIGN	MENT		-	-	3		-		1-1-1	1.5 4	3
VACUUM ASSIS	and the second se	-	-	_			-	1- 01	192	24:1 <u>1</u>	-
PUMP ROD LO	CATION	_	-	Outer	6		_	-	KOD A	Center	6
PUMP ROD		1-7/16	4	29/32	6	1-11/32	4	1	4	1-1/32	6
IDLE VENT		-	-		-	-	-	-	-	_	_
INTERMEDIATE	CHOK E ROD	Flush	6	Flush	8		100	0.00	175250	Flush	8
VACUUM BREAK		-	-	_		_	-		-	5 12	-
AUTOMATIC CHOKE		Index	8	Index	10	Index	9	A/T-1-N.R. S/T-Index	9	Index	10
CHOKE ROD		.095	9	.045	12	.050	11-0	.055	11	.030	12
FAST IDLE		Tu	n screw	in to conto	ict low st	ep of cam.	Check	une-up spec	. for pro	per RPM	-
UNLOADER		.260	11	.130	14	.160	13	.160	13	.120	14
SECONDARY L	OCKOUT		-	.015	15	-	-215	-	10 <u>-</u> 2.6	.015	15
SECONDARY C	ONTOUR	-	-	.030	16	Sarra -	-130	n Let	<u> 1977</u>	.030	16
THROTTLE RET	TURN CHECK	-	-		_			-	020		-
		T	UNE	UP SP	ECIFIC	CATIO	NS				
IDLE R.P.M.		525 -	Contraction of the local grant	525		525-N		600 - N		500	- D
IDLE R.P.M	AIR COND	575-		575		575-		Tanks (-	550	-
FAST IDLE		-		650 - Lo	w Step	575-14		650 - N		650 - Low Step	
DWELL		30	0	30		30°		30°		30°	
POINT GAP		.016	5	.01	6	.016		.016		.01	12
	SAP	.03		.03	Section De Marcolo			.035		.03	100 64
SPARK PLUG GAP TIMING - Vacuum advance line MUST be disconnected and fitting plugged.		5° - B @ 400	TDC	5° - E @ 400	BTDC	.035 5° - BTDC @ 400 RPM		5° - BTDC @ 400 RPM		21/2° - BTDC @ Idle	

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ADJUSTMENT and TUNE UP SPECIFICATIONS

BUICK

YEAR		1964		1964		1964		1964	-65	1965	
CARBURETOR MODEL		4GC		4GC		2G	C	BC		4GC	
CARBURETOR NO.		7024044		7024045		7024046 7024047		7024148 7024149 7025148 7025149		7025040	
		AD.	JUST/	MENT	SPEC	IFICATI	ONS				
ADJUSTMENT BU	JLLETIN NO.	9-BL	J-4	9-BI	J-4	9-BI	J-3	9-BU	-2	9-BL	1-4
ADJUSTMENT	DACON DE	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOAT LEVEL	PRIMARY	1-11/32	1-A	1-11/32	1-A	1/2	2	1-9/32	1 3.01	1-13/32	1-C
FLUAT LEVEL	SECONDARY	1-3/8	1-A	1-3/8	1-A	-		1 280	(\$15) <u>-</u>	1-13/32	1-C
FLOAT TOE	PRIMARY	19/32	2	19/32	2	-	-	. j- Y	14-20		-
LOATIOL	SECONDARY	3/8	2	3/8	2			L LAKA	11.27		-
FLOAT DROP	PRIMARY	1-19/32	4	1-19/32	4	1-29/32	3	1-7/8	2	1-1/16	4-C
FLOAT DROP	SECONDARY	1-3/16	4	1-3/16	4		-	1 4 3 4	1 M _ 1	1-1/4	4-C
FLOAT ALIGNA	AENT	-	3		3	- 1	-	_		101	3
VACUUM ASSIS	T SPRING	-	-	-		_	-			-	-
PUMP ROD LOC	CATION	Inner	6	Inner	6	Outer	4	-	bor_ n	Center	6
PUMP ROD		31/32	6	31/32	6	1-11/32	4	-	-	1	6
IDLE VENT		-						-	-	-	-
INTERMEDIATE CHOKE ROD		Flush	8	Flush	8	-	10/12	15 -280	S 11	.030Out	8
VACUUM BREAK		-	-		1	<pre>file</pre>		0.000	-	17 12 10	
AUTOMATIC CHOKE		2-N.R.	10&11	Index	10 & 11	A/T-2-N.R. S/T • Index	9 & 10	Index	4	Index	10
CHOKE ROD		.050	12	.050	12	.040	11	.075	5	.060	12
FAST IDLE	ะถ้อมสุ สเส้ เกลากูกไ	Turn	screw i	n to contac	t low ste	ep of cam. C	heck tun	e-up spec.	for prop	er RPM.	
UNLOADER		.120	14	.120	14	.085	13	.300	6	.120	14
SECONDARY LO	OCKOUT	.015	15	.015	15	-	-	-	1 L	.015	15
SECONDARY CO	ONTOUR	.030	16	.030	16	- 4L	-	-	i big ve	.030	16
THROTTLE RET	URN CHECK	-	-				-	- H_70	1.11	- 	-
		T	UNE	UP SP	ECIFIC	CATION	IS				
IDLE R.P.M.		550-	D	550	-N	550-D		600	an sharanaray inter	500-	D
IDLE R.P.M	AIR COND.	600-		600		600-E		600		550-	4.0
FAST IDLE			ow Step	650 - Lo	and the	1.4.2		-		650-N Low	
DWELL		30 °		30		30 °	100	30 °		30 °	CONTRACTOR OF
POINT GAP		.016									100
	AP			.01		.010		.016		.016	
SPARK PLUG GAP TIMING - Vacuum advance line MUST be disconnected and fitting plugged.		.035 2½°-BTDC@ldle ;		.035 2½° – BTDC @Idle		.035 2½°-BTDC@ldle		-035 5°-BTDC@Idle		.035 2½°-BTDC@Idle	

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Delco Rochester

BUICK

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1	1965		196	5 . 6 .	E.	Edv1				
CARBURETOR MODEL CARBURETOR NO.		4GC 7025042		2G		1 304		300			
				7025046 * 206 7025047		MT 19761		¢1		96) a constant	
		AD.	JUST	MENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-BU	-4	9-BL	-3			1.004	2417.1.1	時十十二	
ADJUSTMENT	······································	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-13/32	1-C	19/32	2	1.1.1.1	5 35-10-	1 1	AMINS		
FLUAI LEVEL	SECONDARY	1-13/32	1C	-		C. E. Art	4 3 2	4 YRA	CHOD37	1.000	
ELOAT TOE	PRIMARY	-			- (E)	1 1 5	1 10	A LOW	ANIAS		
FLOAT TOE	SECONDARY	-	-			6 1 6		1 791	19/1032		
FLOAT DROP	PRIMARY	1-1/16	4-C	1-29/32	3		1 2.0	T Y	S RISIN'S		
FLUAT DRUP	SECONDARY	1-1/4	4C		L'alite		1.0	11134	INCOM.	0.00	-
FLOAT ALIGN	AENT -	-	3 -	_					1143	184.5	-
VACUUM ASSIS	and the second se		_						149-62	1.22	-
PUMP ROD LOO	The second second second second	Center	6	- 1		1. 1	1000		M817 a	221	
PUMP ROD		ĩ	6	1-11/32	4		1				
IDLE VENT	-			-					-		
INTERMEDIATE	CHOK E ROD	.030-Out	8	- 8			1.000	00	R Ader	1.77	
VACUUM BREAK										1-6	-
AUTOMATIC CHOKE		1–N.R.	10	Index	9	. ले बल	6.16		386	02.0	
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With the air horn inverted and the gasket in place, check height of each float as shown. Bend tang which contacts needle seat until each pontoon is set to specified dimension. Align floats to avoid interference in bowl.

NOTE: Model using spring loaded needle and seat assembly only. Place .030" shim between head of float needle pin and float arm. With float arm resting freely on shim, check float height with gauge. Bend float arms until each pontoon is set to specified dimension. Remove shim from between float needle and float arm after adjustment.



With the air horn assembly held upright and floats suspended freely, carefully bend the float tang at the rear of the float arm so that the bottom of the float pontoon is set as specified.



To insure correct initial choke valve opening, adjust vacuum break as follows.

Push the vacuum break diaphragm plunger in until seated, making sure choke valve is closed so that the connecting rod is at end of the slot. In this position, adjust rod so that specified gauge will fit between lower edge of choke valve and inside of air horn casting.

To adjust, bend the connecting rod at point shown,



AUTOMATIC CHOKE ADJUSTMENT FIG, 4

Loosen the three-retaining screws and rotate choke cover against coil tension until index mark on the cover is in the specified position with the index mark on the housing.



With the idle screw on the second step and against the high step of the fast idle cam, bend the choke rod to obtain specified dimension between the lower edge of the choke valve and the air horn wall.



Bend the unloader tang on the throttle lever as necessary to obtain specified clearance between the lower edge of the choke valve and the air horn wall, with the throttle valves wide open.

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PAGE 1 FILE AFTER BUICK

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With idle RPM set to specification, and screw on low step of cam, the idle vent valve should be open as specified. Adjust by turning valve on top of air horn as needed.



Disconnect thermostat rod from upper end of choke lever. Pull upward on rod to the end of its travel. Holding choke valve closed, the end of the rod should slide freely in hole in choke lever. Bend rod to adjust.

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VACIUM BREAK ADJUSTINESVT

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BULLETIN 9-BU-3 DATE: OCTOBER 1963 PAGE 1 FILE AFTER BUICK SPEC.- ADJ DIVIDER

ADJUSTMENT PROCEDURES - "2G", "2GC" AND "2GV"



With the air horn inverted and the gasket in place, measure the dimension from gasket surface to top of float. This dimension should be as specified in adjustment specification for model being serviced. To adjust, bend float arm, as shown in inset.



With air horn inverted and air horn gasket installed measure the distance from the air horn gasket to the lower edge (sharp edge) of the float seam at the outer end of the float pontoon. To adjust, bend the float arm at rear, as shown in inset.



With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.



Back out idle stop screw and completely close throttle valves in bore. Place gauge on top of air horn ring. Bend the pump rod at lower angle to obtain specified dimension, to top of pump rod.



Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.



Remove the thermostat cover and coil assembly and inside baffle plate. Hold the choke valve completely closed and bend the intermediate choke rod as necessary so that the end of the choke piston is as specified, with the end of choke piston bore.

CO, WD, 131, 132:16, 9X, 9FR, 9FD

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Remove the thermostatic cover and coil assembly and inside baffle plate. Open throttle valves and hold choke valve completely closed by pushing upward on intermediate choke lever. Adjust intermediate choke rod as necessary by bending so that choke piston is in the location shown above.



Push the vacuum break diaphragm plunger in until it is seated and make sure the choke valve is closed so the connecting rod is at the end of the slot in the choke shaft lever. In this position, adjust the rod by bending so that the specified gauge will fit between the upper edge of the choke valve and inside wall of the air horn casting. To adjust, bend the connecting rod at the point shown.



Loosen the three retaining screws and rotate the choke cover against coil tension until the index mark is in line with the specified point on the choke housing.



There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown. The complete choke cover assembly has a scribe mark on the outside which must be aligned with the proper index point on the choke housing.



It is important to position both slow idle and fast idle screws, as follows, before making choke rod adjustment.

Step 1 - Models using single idle stop screw only - Turn stop screw in until it just contacts bottom step of fast idle cam. Then turn screw in one full turn.

> Models using both a slow idle and a fast idle screw -Turn slow idle stop screw in until it just contacts stop. Then turn this screw in one full turn from this point. Next turn the fast idle screw in until it touches bottom step of fast idle cam.

Step 2 - All models - Place idle screw on second step of fast idle cam against shoulder of high step. While holding screw in this position, check clearance between upper edge of choke valve and air horn wall, as shown.
Adjust to specified dimension by bending tang on choke lever and collar assembly, as shown above.

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Position slow idle and fast idle screws as described in Step 1, Fig. 11, then place fast idle screw on the second step of the fast idle cam next to the high step as shown. Make sure intermediate choke rod and choke rod are in the ends of slots in the intermediate choke lever by pushing upward on lever.

Bend the choke rod until the proper gauge will just fit between the upper edge of the choke valve and air horn wall.



With the throttle valves held wide open the choke valve should be open just enough to admit the specified gauge between the upper edge of the choke valve and inner air horn wall. Bend the tang on the throttle lever as shown to adjust.



To adjust, hold the choke valve in the wide open position. With the throttle valves slightly open on the carburetor to which the diaphragm is attached, there should be a clearance, as specified, between the lockout lever and the throttle lever as shown. Measure clearance with a feeler gauge and bend the lockout rod to adjust.

CO, WD, 131, 132:1.6, 9X, 9FR, 9FD



To adjust, hold the throttle valves completely closed. With the choke valve on the center carburetor in the closed position and the choke lockout lever rod connected, bend the lockout tang on the throttle lever to obtain specified clearance between the lockout lever and tang on the throttle lever of the carburetor to which the diaphragm assembly is attached.



To adjust, disconnect the upper end of choke thermostatic coil rod from choke lever. Hold the choke valve completely closed and pull upward on the thermostatic coil rod to the limit of its travel. The end of the rod should slide freely into the hole in the choke shaft lever. To adjust, bend rod.



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BULLETIN 9-BU-4 DATE: NOVEMBER 1964 PAGE 1 REPLACES ALL PAGES DATED OCTOBER 1963

ADJUSTMENT PROCEDURES - "4G" AND "4GC"





Check for proper float level adjustment as follows: With air horn inverted and gasket in place, gauge from gasket surface to the top of each float next to seam. Adjust to specified dimension by bending float arms at junction point near needle and seat, as shown in inset.



With air horn inverted and gasket in place, measure the distance from the gasket to the center of the dimple of each float at toe (small end). Adjust to specified dimension by bending the toe of each float up or down, as required.

Note: Wedge type floats which do not have dimples in sides of floats should be adjusted so lower tip of the float toe is flush with air horn casting when sighting across air horn casting, as shown in illustration - 2A.



Align screw holes in air horn gasket with screw holes in air horn. Then make sure the floats are centered in the cut out section of the gasket and the sides of the float pontoons are parallel with the adjacent edges of the gasket. Bend float arms as necessary to adjust.

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With the air horn upright and level, gasket in place and the floats hanging freely, measure the distance on each float from the gasket surface to the center of the dimple, or bottom of scribe line on nitrophyl. Measure to lower end of toe for wedge floats without dimple. Measure to the lowest point on "D" or round pontoon floats. Adjust to specified dimension by bending tang which contacts seat or spring.





Install pump rod in hole specified for model being serviced. Back out slow idle screw until throttle valves are completely closed. Place gauge on top of air horn next to pump plunger. With the throttle valves closed and lower edge of gauge resting on top of air horn, the distance from top of air horn to bottom of pump plunger shaft should be as specified.

Bend the pump rod to adjust.

After adjusting pump rod to specified dimension the rod can be moved to the inboard hole (where used) for richer pump action or to the outboard hole (where used) for leaner pump action.



After making pump adjustment, adjust idle vent as follows: Open throttle valves enough to obtain the specified measurement from air horn to bottom of pump plunger shaft. At this point the idle vent should just close. To adjust, bend tang on pump lever as shown. On older models adjust by bending tang that contacts face of valve under pump lever.



bowl. Holding the choke valve closed, bend the intermediate choke rod as necessary so that the end of the choke piston is flush with end of the choke piston sleeve.

With the air horn held upright and level, hold the power piston in the full up position, with the thumb. Jounce pontoon lightly to make sure the cup retainer on the vacuum assist spring is not binding on the power piston stem. Measure the distance from the gasket to the center of the dimple on the float pontoon at toe.

Note: Always hold power piston in "up" position.

To adjust, bend tang at center of float arms.

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Place fast idle screw on the high step of the fast idle cam and raise the intermediate choke lever to its full up position. Be sure all lash is removed from rods in slots. The choke piston should be flush with the end of the choke piston bore. Bend the intermediate choke rod to correctly position the choke piston.



Loosen the three retaining screws and rotate the choke cover against coil tension until the index mark on cover is aligned with specified mark on housing.



There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown. The complete choke cover assembly has a scribe mark on the outside which must be aligned with the proper index point on the choke housing.





Position slow idle and fast idle screws as described in Figure 2, then check the choke rod adjustment as follows:

Position the fast idle screw on the second step of the fast idle cam and raise the intermediate choke lever to the full up position. Be sure the intermediate rod and the choke rod are at the upper limit of travel in the slots. Adjust the choke rod by bending to obtain the specified clearance between the choke valve and the dividing wall of the air horn.



Open primary throttle valve to wide open position. While holding lever in this position, check for specified clearance between upper edge of choke valve and air horn wall. Adjust by bending unloader tang on fast idle cam. On a few models, this adjustment is made by bending unloader tang on pump lever.

It is important to position both slow idle and fast idle as follows before making choke rod adjustment:

Step 1 Models using single idle stop screw — Turn stop screw in until it contacts bottom step of fast idle cam. Then turn screw in one full turn.

Models using separate fast idle screw — Turn slow idle stop screw in until it touches stop, then turn one full turn. Then turn the fast idle screw in until it touches bottom step of fast idle cam.

Step 2 After positioning slow idle and fast idle screws as described above, position idle screw on second step of fast idle cam against the shoulder of the high step. Then check clearance between upper edge of choke valve and air horn wall. Bend choke rod, to adjust.





as shown to obtain specified clearance between the cam and the widest surface of the lockout lever.



With the choke valve wide open, bend the lockout lever to obtain specified clearance between the cam and the narrowest surface of the lockout lever at the point shown.



To adjust, push the diaphragm plunger in until it seats. While holding the plunger seated, close the choke valve to the point where the vacuum diaphragm connecting rod is in the end of the plunger. At this point, the proper gauge should just fit between the upper edge of the choke valve and the dividing wall in the air horn.

Bend rod to adjust for proper clearance.

Idle adjustment - After engine has reached normal operating temperature adjust idle speed to correct RPM, with transmission in neutral or drive, as specified. Use accurate tachometer. Adjust idle mixture screws for best quality idle (highest RPM). A more stable idle will result if idle speed and mixture are rechecked after road test.

Fast idle adjustment - Adjust fast idle screw to give specified RPM with fast idle screw on the specified step of fast idle cam, engine at normal operating temperature, transmission in neutral.

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