

## **Delco Rochester PONTIAC** [U.S.]

#### ADJUSTMENT and TUNE UP SPECIFICATIONS

	5700	1951-	52	195	55	195	5	195	5	195	6
CARBURETOR	MODEL	BC		2G	С	BC	1000	4G	C	2G	C
CARBURETOR	NO.	70028	370	7006	100	70062 70079 Canada	950	70078	300	70086 70086	
		AD	JUST	MENT	SPEC	FICAT	IONS			-tan an e	
ADJUSTMENT BI	JLLETIN NO.	9-PC	) - 2	9 - PC	- 3	9-PC	) - 2	9-P(	) - 4	9 - PC	) - 3
ADJUSTMENT	Low and the	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOAT LEVEL	PRIMARY	1-9/32	1	1 - 1/4	1	1-9/32	1	1-19/32	1	1-1/4	1
FLUAT LEVEL	SECONDARY	-	-	-	-		-	1-19/32	1	1.000	1
FLOAT TOE	PRIMARY		-	-	-	-	-	-	ANTE .	-	-
FLUATIOE	SECONDARY	-100	-		-		1 - 1	- in	lin-b	무도	S
FLOAT DROP	PRIMARY	1/4" - Toj	o of float	1-29/32	3	1-3/4	2	2-1/4	4-A	1 - 29/32	3
FLUAT DROF	SECONDARY	To G	asket	-		-	-	2-1/4	4 - A	1 <u>1</u> 00	-
FLOAT ALIGN	AENT		-	-	-	-	-	-	3	101,000-F	1
VACUUM ASSIS		-	-		-	-	-	1 7775	1000	- T	-
PUMP ROD LOO	CATION	-	-	-		- L	-		lig-		1 1 1 1 1 1
PUMP ROD	the state of the s		-	1-9/16	4			1-1/16	6	1-9/16	4
IDLE VENT			-		-	-	-		-	÷	(1. j
INTERMEDIATE	CHOK E ROD		-			-					
VACUUM BREA	К	-	-	-	-	-			-	โม พ <del>ยส</del> ไป	
AUTOMATIC CI											
			× []								
CHOKE ROD		.060	5	.055	11	.075	5	.050	12	.060	11
CHOKE ROD FAST IDLE		N 1985, 74	-			.075 step of cam				.060 roper RPM.	
CARACTER COMPANY AND AND AND AND		N 1985, 74	-								
FAST IDLE	оскоит	Т	urn screv	in to cont	act low s	step of cam	. Check	tune-up sp	ec. for p	roper RPM.	
FAST IDLE UNLOADER		.230	urn screv	in to cont	act low s	step of cam	Check	tune-up sp .120	ec. for p	roper RPM. .160	13
FAST IDLE UNLOADER SECONDARY L	ONTOUR	.230	urn screv	in to cont .160	act low s	step of cam .230 —	Check	tune-up sp .120 .015	ec. for p	roper RPM. .160	13
FAST IDLE UNLOADER SECONDARY L SECONDARY C	ONTOUR	T .230 — — —	urn screv 6 — —	/ in to cont .160 — — —	act low s 13	step of cam .230 —	• Check 6 	tune-up sp .120 .015	ec. for p	roper RPM. .160	13
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET	ONTOUR	T .230 — — —	Urn screv 6 – – UNE	UP SP	act low s 13 - - ECIFI		Check 6 NS	tune-up sp .120 .015 .015 	ec. for p 14 15 16 -	roper RPM. .160 — — —	13  
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET	ONTOUR TURN CHECK	T .230 — — —	Urn screv 6 – – UNE	UP SP	act low s 13 - - ECIFI	step of cam .230 — — —	Check 6 NS	tune-up sp .120 .015	ec. for p 14 15 16 -	roper RPM. .160	13  
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M	ONTOUR TURN CHECK	T .230 — — —	Urn screv 6 – – UNE	UP SP	act low s 13 - - ECIFI		Check 6 NS	tune-up sp .120 .015 .015 	ec. for p 14 15 16 	roper RPM. .160 — — —	13 — — — \$/T-450-I
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	ONTOUR TURN CHECK	T .230 — — —	Urn screv 6 – – UNE	/ in to cont .160 	act low s 13 - - ECIFI		Check 6 – – NS S/T-475-N	tune-up sp .120 .015 .015 	ec. for p 14 15 16 	A/T-450-D	13 
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE DWELL	ONTOUR TURN CHECK	T .230 — — — A/T-375-D	Unn screv 6 – – UNE S/T-450-N	(in to cont .160 	act low s 13 	A/T-425-D	Check 6  NS S/T-475-N	tune-up sp .120 .015 .015 .015 .015 .015 .015 .015 .01	ec. for p 14 15 16 	A/T-450-D	13   S/T-450-1
FAST IDLE UNLOADER SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	ONTOUR URN CHECK AIR COND.	T .230 — — —	Urn screv 6 	/ in to cont .160 	act low s 13 	Step of cam           .230           -	Check 6 NS S/T-475-N	tune-up sp .120 .015 .015 	ec. for p 14 15 16 	A/T-450-D S	13 

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# PONTIAC [U.S.]

### ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR		195	6	19	56	195	57	195	7	19	57
CARBURETOR	MODEL	4 G	С	В	С	4G(	C	2G	С	В	С
CARBURETOR	NO.	70079		7009 7009 7010 Canada	259 680	70098 70098	120000000 P	7009 7009	ECO/TONICS	7010	
		AD	JUST	MENT	SPEC	FICAT	IONS				
ADJUSTMENT BI	ULLETIN NO.	9-PC	) - 4	9-P	0-2	9-P0	- 4	9-P0	- 3	9-P	0-2
ADJUSTMENT	N 10 10 10	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
EL OAT LEVEL	PRIMARY	1-19/32	1	1-9/32	1	1-3/8	1-A	1-1/4	1	1-9/32	1
FLOAT LEVEL	SECONDARY	1-19/32	1		-	1-3/8	1-A	_	1023	_	
FLOAT TOP	PRIMARY	_	-	-	-	Flush	2-A	-		1-1-1-	-
FLOAT TOE	SECONDARY		-	_	-	Flush	2-A	_	-		
	PRIMARY	2-1/4	4-A	1-3/4	2	1-13/16	4	1-29/32	3	1-3/4	2
FLOAT DROP	SECONDARY	2-1/4	4-A	-	-	1-13/16	4	1.00	-	_	-
FLOAT ALIGNA	AENT		3	_	_	_	3	-	De	and the second	-
VACUUM ASSIS		-	-		-	-	- 1	- 2	-	CHUN P	12
PUMP ROD LOC	CATION	<u> </u>	_				- 1	-	1990	200 10 2	
PUMP ROD		15/16	6			15/16	6	1-3/16	4	Letter .	
IDLE VENT		27/32	7			27/32	7			18	1.1
INTERMEDIATE	CHOKE ROD		-			Flush	8	Flush	6	7000	
VACUUM BREA	К		-	_			-	-	_	ABBANA	-
AUTOMATIC CH	IOKE	Index	10	Index	4	Index	10	Index	9	2 • N.L.	4
CHOKE ROD		.050	12	.075	5	.065	12	.060	11	.075	5
FAST IDLE	C REC STREET	Tur	n screw	in to conta	ct low ste	ep of cam.	Check tu	ne-up spec	. for pro	per RPM.	
UNLOADER	1. 10	.120	14	.230	6	.120	14	.160	13	.230	6
SECONDARY LO	OCKOUT	.015	15		_	.015	15	-	0.05	G-Cart	-
SECONDARY CO	ONTOUR	.015	16	-	-	.015	16	_	0.57.0	E TE	-
THROTTLE RET	URN CHECK						-	-	222.2	1.55	
		T	UNE	UP SP	ECIFIC	CATIO	VS				
IDLE R.P.M.	States of the second	A/T-45		and the second se		A/T-500-D S	and the second se	A/T-500-D	/T-525-N		
IDLE R.P.M /	AIR COND.					560-N - A			1 220 11		
FAST IDLE					-	1700 - Hig	and the second			10	e faite
DWELL		304	, 19	30		30		30			12500
POINT GAP	and the second second	.016	-	.01		.010		.010			
SPARK PLUG G	AP	.035		.01		.03		.03		E SUTT	278.2
TIMING - Vacuur MUST be disconnec plugged.	n advance line	5° - B		TDC @		6°- B		6° - B		с. нау с 21. рося 1	tari tari

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#### **ADJUSTMENT and TUNE UP SPECIFICATIONS**

YEAR	89.1044	195	57	195	57	19	58	19	58	195	8
CARBURETOR	MODEL	2G	iC	20	Gene	40	C	20	GC 06	20	à
CARBURETOR	NO. CHALTON	70113 70113		7011: 7011:		7011	701	7011 7011 7012 7012	703 702	7011	
		AD	JUSTA	AENT	SPECI	FICAT	IONS		-		
ADJUSTMENT BU	JLLETIN NO.	9-P(	)-3	9-P(	0-3	9 • PC	) • 4	9-P	0-3	9 - PC	) - 3
ADJUSTMENT	breast soal	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
FLOAT LEVEL	PRIMARY	1-5/16	1	1-5/16	1	1-15/32	1-A	11/16	2	1-13/32	1
FLOAT LEVEL	SECONDARY	1 -	-			1-3/8	1-A	-1'SA	( hot a	-	-
FLOAT TOE	PRIMARY	-	-	-		11/16	2		S ANTON	-	-
FLOAT TOE	SECONDARY	1.14	-	-	-	3/8	2	- Heren			-
FLOAT DROP	PRIMARY	1-29/32	3	1-29/32	- 7.2.	1-1/2	4	1-29/32	3	1-29/32	3
FLUAT DRUF	SECONDARY	-	-	-	-	1-5/16	4	- 12	040831		-
FLOAT ALIGN	ENT	-		_	-	-	3			LUST HAR	-
VACUUM ASSIS	T SPRING	-	-		-	1-1/16	5	-	113-	10.14	
PUMP ROD LOC	ATION			_	-	-	-	L	Sec. 1	-	
PUMP ROD		1-1/8	4	1-3/16	4	15/16	6	1-3/8	4	1-3/16	4
IDLE VENT		- 2	1 12.2		-	7/8	7	1-9/32	5		_
INTERMEDIATE	CHOK E ROD		1		_	Flush	8	Flush	6		-
VACUUM BREA	к	-	-	-	-	-	-	_	-		
AUTOMATIC CH	IOKE	Index	9		1.00	Index	10	Index	9		
CHOK E ROD		.060	11	- 3	1 -14	.065	12	.060	11		_
FAST IDLE	NT HOL LINGE GO	T	urn screw	in to cont	act low s	tep of cam	. Check	tune-up sp	ec. for pr	oper RPM.	
UNLOADER		.160	13	-	-	.120	14	.160	13		-
SECONDARY LO	OCKOUT	-	-	,030	14	.015	15	-	16,50	.030	14
SECONDARY CO	ONTOUR	- 1	-	.015	15	.015	16	-		.015	15
THROTTLE RET	URN CHECK			-	-	-			E+.		
		T	UNE	UP SP	ECIFIC	CATIO	NS				
IDLE R.P.M.		A/T-5	00-D	-		A/T-5	00-D	A/T-500-D	S/T-525-N		and the second second
IDLE R.P.M	IR COND.	-	1.0-1-1	- 10		900-N - A		900-N - A		_	
FAST IDLE						1700-Hi	a stress to back	2700 - Hi			-
DWELL		29	)0		-	30		30	STAR START		1
POINT GAP		.01				.01		.01	10-10-10-10-10-10-10-10-10-10-10-10-10-1		
SPARK PLUG G	AP	.03		-		.03		.01			-
TIMING - Vacuur MUST be disconner plugged.	n advance line	10° - B @ 650	TDC	ell to	UT >	6° - B		6° - E			

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### **ADJUSTMENT and TUNE UP SPECIFICATIONS**

YEAR		195	8	195	8	195	59	1959	-63	19	59
CARBURETOR	MODEL	2 G	С	BC	)	20	GC	20	3-14009	2	GC
CARBURETOR	NO.	7011 7011		70118 70118 Canada	371	7013) 7013)		7013 7013		7013 7013	
		AD	JUST	MENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-PC	) - 3	9 - PC	) - 2	9-P(	0-3	9 - P	0-3	9-P	0-3
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-9/32	1	1-9/32	1	5/8	2	23/32	2	23/32	2
FLOAT LEVEL	SECONDARY	-	-	-	-		- 1	120	Pro-12		-
FLOAT TOE	PRIMARY	-	-	1	-	) <u>-</u>		-	LAR	-	
FLOAT TUE	SECONDARY		_	_	_			29	190233	_	
ELOAT DOOD	PRIMARY	1-29/32	3	1-3/4	2	1-29/32	3	1-3/4	3	1-3/4	3
FLOAT DROP	SECONDARY	_	1.00		_			190	div geo		
FLOAT ALIGN	and the state of the second state of			_					1243	0.0.23	1 1 1 1
VACUUM ASSIS	of all second and a second	-	1						10090-	ZIZZAT	
PUMP ROD LOG	CATION	-	-	_	_	-		_	BOLTA	001200	
PUMP ROD		1-1/8	4	_		1-5/16	4	7/8	4	1-3/16	4
IDLE VENT			_			1-9/32	5	_	_	15/32	5
INTERMEDIATE	CHOK E ROD	8 <u>1</u> 5	2181	_	_	Flush	6			1 9	1000
VACUUM BREA		-				_	_			1.201	-
AUTOMATIC CH	IOKE	Index	9	A/T-2-N.L. S/T-1-N.L.	4	Index	9	-		Index	9
CHOK E ROD		.060	11	.075	5	.055	11	-	-	.055	11
FAST IDLE		Contra e e Ta	urn screv	v in to conto	act low s	tep of cam	Check t	une-up sp	ec. for p	roper RPM	
UNLOADER	1.13	.160	13	.230	6	.160	13			.160	13
SECONDARY L	OCKOUT	_	_		1.200		-	.030	14		-
SECONDARY C	ONTOUR	-	-	-		- L-		.015	15	전전기	-
THROTTLE RET	URN CHECK		-		_	-	-	- 2		103.4	1, 227
		T	UNE	UP SPI	CIFIC	CATIO	NS				
IDLE R.P.M.	a nanovide insulator a so-rea	the second second second second	COLUMN TWO IS NOT THE	A/T-425-D S		and the second	- Wilson			A/T-500-D	S/T-525-N
IDLE R.P.M	ALR COND	900-N - A	and a second sec	-		560-D - A			110000	560-D - A	
FAST IDLE	in conp.		and and a	_		2700 - Hi		-1-1-1			
DWELL		30		304	2	30				30	0
POINT GAP		.016		.016		.010				.01	
SPARK PLUG	AP	.035		.035		.03				.03	
TIMING - Vacuu MUST be disconned plugged.	m advance line	6° - B	Contraction of the local diversity of the local diversity of the local diversity of the local diversity of the	5° - B' @ 1000	TDC	6° - BTD(	and the second			6° - BTD	



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## ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	ITTI	195	9	1959-	60	196	50	19	60	196	0
CARBURETOR	MODEL	2G	С	BC	hala	2 G	C	2 G	C	2G	C
CARBURETOR	NO.	70130 70130		70130 70130 Canada	81	7015 7015		7015 7015 7015	068	70150 70150	
		AD	JUST	AENT	SPECI	FICAT	IONS				
ADJUSTMENT BL	JLLETIN NO.	9-P0	- 3	9 - PC	) - 2	9-PC	) - 3	9 - P(	<b>D - 3</b>	9-P(	) - 3
ADJUSTMENT	toursel as	SPEC.	FIG.NO.	SP EC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
	PRIMARY	11/16	2	1-9/32	1	11/16	2	23/32	2	5/8	2
FLOAT LEVEL	SECONDARY	-	-	-	-	-	-	- Trav	π .	76-53	1
	PRIMARY	-	-	-	-		- 1	12 1	-		_
FLOAT TOE	SECONDARY	-	-				12 2		and least	32	1.00
	PRIMARY	1-29/32	3	1-3/4	2	1-3/4	3	1-3/4	3	1-3/4	3
FLOAT DROP	SECONDARY	-	-	_	_	-	-	La martina	12 40	TAKE.	
FLOAT ALIGNM		_	-						-		
VACUUM ASSIS	Contraction of the second second		_	-	_	_	-	_			
PUMP ROD LOC		_	-	-	_		-	-		ne tan	-
PUMP ROD		1-3/16	4		_	1-1/8	4	1-1/8	4	1-11/32	4
IDLE VENT		1-1/8	5			1-3/32	5	1-1/32	5	1-9/32	5
INTERMEDIATE	CHOK E ROD	Flush	6	-	-	-		1 1 1		Flush	6
VACUUM BREA	and the second	-	-	-	_	-	-		-		
AUTOMATIC CH	IOKE	Index	9	A/T - Index S/T- 1-N.L.	4	Index	9	Index	9	Index	9
CHOKE ROD		.055	11	.075	5	.055	11	.055	11	.070	11
FAST IDLE	Salar Salar	Т	urn screv	v in to cont	act low s	step of cam	n. Check	tune-up s	pec. for p	roper RPM.	
UNLOADER		.160	13	.230	6	.160	13	.160	13	.160	13
SECONDARY LO	оскоит	-	-	-	_	-	-		1.5	-	
SECONDARY CO	ONTOUR	-		-	- 1	-	-	_		-	_
THROTTLE RET	URN CHECK	-		-	-	-	_	-			
the second s		T	UNE	UP SPI	CIFIC	Contraction of the local division of the loc	and the second second		-		
IDLE R.P.M.		A/T-500-D S	S/T-525-N	A/T-425-D S	/T-475-N	A/T-500-D	S/T-525-N	A/T-500-D	S/T-525-N	A/T-500-D	S/T-525-
IDLE R.P.M	AIR COND.	560-D-A		-		560-D-A	The second second	560-D - A		560-D - A	NV CITER OF
FAST IDLE	and a strated		*	_			-	-		2700 - Hi	1
DWELL		30	0	30	2	30	)0	30	)0	30	
POINT GAP		.010	6	.016		.01		.01	_	.01	
SPARK PLUG G	AP	.03		.035		.03		.03		.01	
TIMING - Vacuur MUST be di sconnec plugged.	m advance line	6° - BTDC	- III and a second	7½° - B @ 1000	TDC	6° - BTD(		6° - BTD		6° - BTD(	au -

**Delco Rochester** 

# PONTIAC [U.S.]

### ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR		196	1	196	61	1961-	-62	196	51	196	1-1-1-1
CARBURETOR	MODEL	2G	С	B-1	BC	2G	C	4 G	С	2G	С
CARBURETOR	NO.	70190 70190 70190 70190 70190	)74 )75 )76	7019 7019		70190 70190 70200 70200 70200 70200	067 069 064 067	70190 70190		7019 7019 7019 7019 7019	071 072
		AD.	JUST	MENT	SPECI	FICAT	IONS				1.0000
ADJUSTMENT BI	JLLETIN NO.	9-PC	) - 3	9 - PI	0-2	9 - P(	) - 3	9-PC	) - 4	9 - PC	) - 3
ADJUSTMENT	200 20	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	11/16	2	1-9/32	1	23/32	2	1-5/16	1-A	5/8	-2
FLOAT LEVEL	SECONDARY		-	-	-	-	-	1-5/16	1-A	: <u></u>	-
FLOAT TOP	PRIMARY	-	-		-	-	-	9/16	2	-	-
FLOAT TOE	SECONDARY		-		-	-	-	9/16	2		-
FLOAT DOOD	PRIMARY	1-3/4	3	1-3/4	2	1-3/4	3	1-1/4	4	1-3/4	3
FLOAT DROP	SECONDARY		-		-		-	1-1/4	4	-	-
FLOAT ALIGNA	ENT			-		-	-		3	WHE G	
VACUUM ASSIS	and the state of t	-	-				-	- 1	4	-	-
PUMP ROD LOC	ATION	-	-		- 1			Inner	6	1921-	-
PUMP ROD		1-1/8	4	1. J S	-	1-1/8	4	15/16	6	1-11/32	4
IDLE VENT		1-3/32	5	-	-	1-1/32	5	27/32	7	1-9/32	5
INTERMEDIATE	CHOK E ROD	4						Flush	8	Flush	6
VACUUM BREA	К	_	-	<u> </u>		1	-	-	-		-
AUTOMATIC CH	IOKE	Index	9	2-N.R.	4	Index	9	A/T-1-N.R. S/T-Index	10	Index	9
CHOKE ROD		.055	11	.080	5	.055	11	.030	12	.080	11
FAST IDLE		Т	urn screw	in to cont	act low s	tep of cam	Check	tune-up sp	ec. for p	roper RPM.	
UNLOADER		.160	13	.160	6	.160	13	.150	14	.160	13
SECONDARY L	OCKOUT	-	-		-	-	-	.015	15		-
SECONDARY C	ONTOUR	/	-		-	-	-	.015	16	-	-
THROTTLE RET	URN CHECK		-		1		- 1		-		-
		T	UNE	UP SP	ECIFIC	CATIO	NS				
IDLE R.P.M.		The second s	The second second second second	Conception of the local division of the			No. of Concession, Name	A/T-600-D	S/T-700-N	A/T-500-D	S/T-525-I
IDLE R.P.M	AIR COND.	560-D-A				560-D - A			5/11001	560-D - A	
FAST IDLE	un comp.							A/T-3000 S	/T-2500	000 0 1	/0 011
DWELL		30	0		50	30		75		30	0
POINT GAP		.01		.01		.01		.01		.01	
SPARK PLUG	AP	.03		.03		.03		.03		.01	
TIMING - Vacuu MUST be disconne plugged.	m advance line	6° - BTD		6° - BTD		6° - BTD	010	6° - BTD(		6° - BTD(	



## Delco Rochester PONTIAC [U.S.]

BULLETIN 9-PO-1 PONTIAC DATE: OCTOBER 1963 PAGE 7 FILE AFTER PONTIAC SPEC, & ADJ. DIVIDER

#### ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	10.00	190	51	19	62	190	52	196	2	196	52
CARBURETOR	MODEL	2G	C	2G	IC .	B-1	BC	4G	Cining	2G	С
CARBURETOR	NO.	7019 7019		7020 7020 7020 7020 7020 7020	074 075 076	7020 7020		70200 70200		7020 7020 7020 7020	071 072
		AD	JUSTA	AENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-PC	-3	9-P0	) - 3	9 - P(	<b>D - 2</b>	9 - PC	- 4	9 - P(	0-3
ADJUSTMENT		SPEC.	FIG.NO.	SP EC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
FLOAT LEVEL	PRIMARY	21/32	2	11/16	2	1-9/32	1	1-5/16	1-A	5/8	2
FLOAT LEVEL	SECONDARY	-				-		1 - 5/16	1-A	2.2 2.0	-
FLOAT TOP	PRIMARY	-				-	- 11	9/16	2	-	_
FLOAT TOE	SECONDARY	-	-	-	- 1		1 2 3	9/16	2		1
	PRIMARY	1-29/32	3	1-3/4	3	1-3/4	2	1-1/4	4	1-3/4	3
FLOAT DROP	SECONDARY	-	- 1	-	-		-1.8	1-1/4	4		_
FLOAT ALIGN	MENT				_	-		_	3		-
VACUUM ASSIS		_	_	-	- 1	_			Role 1	-	
PUMP ROD LO		-		_	-			Inner	6	N N 1 - 1 - 0 - 1	_
PUMP ROD		1-11/32	4	1-1/8	4		-	15/16	6	1-11/32	4
IDLE VENT			-	1-3/32	5			27/32	7	1-9/32	5
INTERMEDIATE	CHOK E ROD	-	-		-	_	-	Flush	8	Flush	6
VACUUM BREA		_	-	_		_		i iusii	-	-	_
AUTOMATIC C	HOKE	Index	9	Index	9	Index	4	A/T-1-N.R. S/T-Index	10	Index	9
CHOKE ROD		.050	11	.055	11	.080	5	.030	12	.080	11
FAST IDLE		Tur	n screw in	to contac	t low ste	p of cam.	Check to	une-up spec	for prop	per RPM.	<u></u>
a set a set of an original set of a		.160	13	.160	13	.160	6	.150	14	.160	1
UNLOADER											13
UNLOADER SECONDARY L	OCKOUT	-	-	-	-			.015	15	-	13
	and the second second second	-	-	-	-		-		15 16		1
SECONDARY L	ONTOUR			-	++			.015 .015 _			-
SECONDARY L	ONTOUR	-	-	-		-	- 18				-
SECONDARY L SECONDARY C THROTTLE RET	ONTOUR	- - T	UNE (	- JP SP	- - ECIFIC	- ATIOI	- - NS	.015 —	16	6 – . R 6 . (= . 1)	-
SECONDARY L SECONDARY C THROTTLE RET	ONTOUR URN CHECK	- - T 600 -		- JP SPI A/T-500-D	- - ECIFIC	- ATIOI	- - NS		16	– – A/T-500-D S	- - - /T-525-1
SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M.	ONTOUR URN CHECK	- T 600 - 650-N - A		- JP SP	- - ECIFIC	- 	- NS :/T-700-N	.015 – A/T-600-D S	16 /T-700-N	– A/T-500-D S 560-D - A	- - /T-525-N /C Off
SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	ONTOUR URN CHECK		N /C Off	- JP SPI A/T-500-D S 560-D - A	- ECIFIC 5/T-525-N / /C Off	- A/T-600-D S 	- - NS :/T-700-N	.015 – A/T-600-D S – A/T-3000 S	16 / /T-700-N /T-2500		/T-525-f
SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE DWELL	ONTOUR URN CHECK			- JP SPI A/T-500-D S 560-D - A - 30	- - ECIFIC 5/T-525-N /C Off	- CATIOI A/T-600-D S   333	- NS 5/T-700-N	.015 – A/T-600-D S – A/T-3000 S 33'	16 /T-700-N /T-2500	– A/T-500-D S 560-D - A – 30	/T-525-I /C Off
SECONDARY L SECONDARY C THROTTLE RET IDLE R.P.M. IDLE R.P.M FAST IDLE	ONTOUR URN CHECK AIR COND.		N //C Off	- JP SPI A/T-500-D S 560-D - A	- ECIFIC 5/T-525-N /C Off	- A/T-600-D S 		.015 – A/T-600-D S – A/T-3000 S	16 		/T-525-1 /C Off 6

## Delco Rochester

# PONTIAC [U.S.]

YEAR		190	62	19	62	1963	-64	1963-	-64	1963	-64
CARBURETOR	MODEL	4 G	iC	В	C	2G	С	2G(	0	2G	
CARBURETOR	NO.	7020	078	7020 7020	0080 0081	7023 7023 7023	061	7023 7024		7023 7023 7023	063 064
		AD	JUST	MENT	SPEC	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-P(	<b>) -</b> 4	9 - P	0-2	9-P(	) - 3	9 - PI	0-3	9-P	0 = 3
ADJUSTMENT	1.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-11/32	1-A	1-9/32	1	5/8	2	5/8	2	11/16	2
FLOAT LEVEL	SECONDARY	1-3/8	1-A	-	-	_	_	-	A DE		
ELOAT TOE	PRIMARY	9/16	2	-	_	_		_	L. L.	-	_
FLOAT TOE	SECONDARY	3/8	2		_	_	_	THE PART		_	-
ELOAT DOOD	PRIMARY	1-7/16	4	1-3/4	2	1-3/4	3	1-3/4	3	1-3/4	3
FLOAT DROP	SECONDARY	1-5/16	4	-	-	-		1914		-	-
FLOAT ALIGN	AENT	-	3		-			_	1 27	No.1	-
VACUUM ASSIS			-	-	-	_	_	1_ 0	10.00	2020	-
PUMP ROD LOG	CATION	Outer	6	-	_	_	-	-	140127	561.02	-
PUMP ROD	I I MY	29/32	6	_		1-11/32	4	1-11/32	4	1-1/8	4
IDLE VENT		_			121	1-9/32	5	1-9/32	5	1-3/32	5
INTERMEDIATE	CHOK E ROD	Flush	8			Flush	6	.040 - Out	6		
VACUUM BREA	К		-		_	_	_		_	NALISS .	940°
AUTOMATIC CH	IOKE	Index	10	1-N.R.	4	Index	9 80	Index	9	Index	9
CHOKE ROD		.045	12	.075	5	.080	11	.080	11	.055	11
FAST IDLE		A REPORT OF	ALC: NOT	a second second second	and the second states of the	ep of cam.	- month Repuest	une-up spe	State of the second		1 1 1
UNLOADER		.130	14	.230	6	.160	13	.160	13	.160	13
SECONDARY L	оскоит	.015	15					-	10020	1200	1. 1
SECONDARY C	Contraction of the second s	,030	16	-	-	-		-	TOTAL N	O YEAR	1.5
THROTTLE RET	and and the president of the			1	-	1050			1020	1050	Ryn St
and the second second		T	UNE	UP SP	ECIFIC	ATIO	NS		deserved and		
IDLE R.P.M.	CONSTRUCT BOOM	525	the second s	Contraction of the local division of the loc	ALC: NOT THE OWNER OF THE	A/T-500-D	NAME AND ADDRESS OF TAXABLE ADDRESS	A/T-500-D	S/T-525-N	A/T-500-D	S/T-525-N
IDLE R.P.M	AIR COND	575-N - A			-	550-D - A		550-D - A	Contraction in the second	550-D - A	
FAST IDLE		650 - Lo			-	_			-		
DWELL		30		3	0° 3.	30	0.110	30	)0	3	)°
POINT GAP	1	.01	6	.0:		_	387	-		SAC.	
SPARK PLUG	GAP	.03	Sector and the sector of the s	.03		.03	5 6 90	.03	5	.03	35
TIMING - Vacuu MUST be disconne plugged.	im advance line	7½° - 1 @ 1050	BTDC		BTDC	6° - BTD(		6° - BTD		6° - BTD	the wedge to good the



BULLETIN 9-PO-1 PONTIAC DATE: NOVEMBER 1964 PAGE 9 REPLACES PAGES 9 & 10 DATED OCTOBER 1963

## PONTIAC (U.S.)

YEAR		196	3	196	63	196	3	196	53	1963-	64
CARBURETOR	MODEL	B-B	C	4 G	С	2G	C	20	3	2G (	)
CARBURETOR	NO.	7023 7023		70230 70230		70230 70230 70230	075	7023 7023		7023 7023	
		AD	JUST	MENT	SPECI	FICAT	IONS				
ADJUSTMENT BU	JLLETIN NO.	9-PC	) - 2	9-P	0 - 4	9 - PC	) - 3	9 - P	0-3	9 - P	0 - 3
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
	PRIMARY	1-9/32	1	1-11/32	1-A	23/32	2	23/32	2	23/32	2
FLOAT LEVEL	SECONDARY			1-11/32	1-A		-	-	-		
EL OUE POE	PRIMARY		-	9/16	2			2	_	-	-
FLOAT TOE	SECONDARY		-	9/16	2		-	_	-	-	
	PRIMARY	1-3/4	2	1-1/4	4	1-3/4	3	1-3/4	3	1-3/4	3
FLOAT DROP	SECONDARY		-	1-1/4	4				-	-	-
FLOAT ALIGNA	And the second second second second		_		3				-		-
VACUUM ASSIS			_		-		_	-	-	-	-
PUMP ROD LOO		S-Outer A- Inner		Inner	6	- <u>C1</u> 20			-	-	-
PUMP ROD		-	-	15/16	6	1-1/8	4	7/8	4	1-1/8	4
IDLE VENT				27/32	7	1-1/32	5		-	1-1/32	5
INTERMEDIATE	CHOK E ROD			Flush	8			_			-
VACUUM BREA			116.1					_		-	_
AUTOMATIC CH	IOKE	Index	4	Index	10	Index	9	-		Index	9
CHOK E ROD		.080	5	.030	12	.055	11	_	1 -	.055	11
FAST IDLE	Second Second	Tur	n screw i	in to contac	t low ste	p of cam.	Check tu	ne-up spe	c. for pro	per RPM	
UNLOADER		.160	6	.150	14	.160	13	-	1	.160	13
SECONDARY L	оскоит			.030	15			.030	14	-	-
SECONDARY C	ONTOUR		-	.015	16	<u> </u>		.015	15	-	
THROTTLE RET	URN CHECK		-			-				-	-
		T	UNE	UP SP	ECIFIC	CATIO	NS				
IDLE R.P.M.	Tixona () cong	AND IN COLUMN TWO IS NOT		A/T-600-D	Contraction of the local division of the loc		out the second days	-	-	A/T-500-D	S/T-525-1
IDLE R.P.M	AIR COND		, , , , , , , , , , , , , , , , , , , ,	650-D - A		550-D - A		the state	-	550-D - A	
FAST IDLE				A/T-3000					-)		<u>ed. 7. 1976</u> 1
DWELL	1.9 M 188	3:	30	33	5	- 30	0		-	3	Jo
POINT GAP		.01		.01	and the second second			-	-	-	
SPARK PLUG	AP 0	.03	20	.03	(	.03	5		-)	.03	35
TIMING - Vacuu MUST be disconne plugged.	m advance line	6° - BTD		6° - BTD		6° - BTD		1.14.	<u>.</u>	6°- BTD	

## **Delco Rochester**

## PONTIAC (U.S.)

YEAR	120.0	190	54	1964	-65	196	54	196.	5	1965	
CARBURETOR	MODEL	2G	C		2G	В	V	2GC		2GC	
CARBURETOR	NO.	70240 70240 70241 70241	75 73	7024 7024 7024 7025 7025 7025 7025	079 178 179 078 079 178	7024 7024		70250 70250 70250 70250 70250	61 62 66	702507 702507 702507 702517	74 75
	1	AD	JUSTA	AENT	SPEC	IFICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-F	20-3	9-PC	)-3	9-PO	-2	9-PC	-3	9-PO	-3
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOAT LEVEL	PRIMARY	11/16	2	21/32	2	1-9/32	1	5/8	2	11/16	2
FLUAI LEVEL	SECONDARY	-		-	-	-	-	-	-	100-	2
ELOUT TOE	PRIMARY	-		-	-	-		-		-	-
FLOAT TOE	SECONDARY						-	-	-	-	_
FLOAT DROP	PRIMARY	1-3/4	3	1-3/4	3	1-3/4	2	1-3/4	3	1-3/4	3
FLOAT DROP	SECONDARY	-		-	-				-	-	-
FLOAT ALIGN	AENT			-	-	-			_	-	-
VACUUM ASSIS				-					-	-	-
PUMP ROD LOG	CATION	-		_		-			-		-
PUMP ROD		1-1/8	4	27/32	4	-	-	1-11/32	4	1-1/8	4
IDLE VENT		1-1/32	5			.040	7	1-9/32	5	1-1/32	5
INTERMEDIATE	CHOK E ROD		-		-	-	-	Flush	6	-	-
VACUUM BREA	K				-	.140	3		-	-	
AUTOMATIC CH	IOKE	Index	9	-		-		Index	9	Index	9
										Vac. Switch 1-3/32	-
CHOKE ROD		.055	11			.060	5	.085	11	.055	11
FAST IDLE		Turr	n screw in	to contac	t low ste	p of cam.	Check tu	ne-up spec.	for prop	er RPM.	
UNLOADER		.160	13	-	-	.230	6	.160	13	.160	13
SECONDARY L	OCKOUT		-	-		-	-	-	-		
SECONDARY C	ONTOUR	-	-	-	-	-	-	-	-		
THROTTLE RET	URN CHECK	-		-	-	-	_		in the	New States	
A x 40 S A lights first	and designed the other	Т	UNE	UP SP	ECIFI	CATIO	NS			I subscription	the same of the
IDLE R.P.M.		A/T-500-D					and a second sec	A/T500-D	/T-600-N	A/T-600-D S	/T-600-1
IDLE R.P.M	AIR COND	550-D-A/0					0, 1-000-N			650-D-A/C	
FAST IDLE		550-D-A/C						10 1-000-D	07 1000-IN		-
DWELL		30°					- 34°	28° -	. 32°	28° -	32°
POINT GAP	1-1-	-						-		-	and the second s
SPARK PLUG	AP	.03	5	- 1		- I - m	35	.0		.035	
TIMING - Vacuu	m advance line sconnected and	6°-BTD					35 BTDC	6°-BTDC		6°-BTDC	



# PONTIAC (U.S.)

YEAR		1965	5	196	5	1965		-			
CARBURETOR	MODEL	2G C		BV		BV		4			
CARBURETOR	NO.	70251 70251 70251 70251	75	70251	57	70251	68				
		AD.	UST/	MENT	SPECI	FICAT	IONS		in the second		
ADJUSTMENT BL	JLLETIN NO.	9-P0	-3	9-P	0-2	9-P0	0-2				
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.N
	PRIMARY	11/16	2	1-9/32	1	1-9/32	1				
FLOAT LEVEL	SECONDARY	_	-	-	_		-				
	PRIMARY	<u>111</u> 9	<u>ш</u>	-		-					
FLOAT TOE	SECONDARY	-	-	-	-	-	-				
	PRIMARY	1-3/4	3	1-7/8	2	1-7/8	2				
FLOAT DROP	SECONDARY	1 ( <u>22</u>	-	2-9	2-0	_	-				
FLOAT ALIGNM	ENT	_	1	n <b>_</b> s	-		_				
VACUUM ASSIS		-	-	-		-					
PUMP ROD LOC	ATION	-	-	-	_		_				
PUMP ROD		1-1/8	4			-	-				
IDLE VENT		1-1/32	5	.040	7	.040	7				
INTERMEDIATE	CHOK E ROD		_	-	_	-	-				
VACUUM BREA	K	-	L	.160	3	.140	3				
AUTOMATIC CH	IOKE	Index	9	-	8		8				
		Vac. Switch 1-1/32									
CHOKE ROD		.055	11	.060	5	.060	5		8		
FAST IDLE		and the second	dama col 201	CONTRACTOR	t low ste	p of cam. (	Check tun	e-up spec.	for prope	r RPM.	_
UNLOADER		.160	13	.230	6	.230	6				
SECONDARY LO	оскоит	-		-		1920	1 1-1	24			
SECONDARY CO	ONTOUR		-	-	-						
THROTTLE RET	URN CHECK			_	-	-					
		T	UNE	UP SP	ECIFIC	CATIO	NS				
IDLE R.P.M.		A/T-500-D S	/T-600-N	600-	N	500-1					Trace
IDLE R.P.M	AIR COND.	1	S/T-660	600-N-A/0	Off	500-D-A/	C-Off				
FAST IDLE		-									
DWELL		28° -	32°	31° -		31° -					
POINT GAP		20 -	<u></u>		19	.01		-			
SPARK PLUG	AP	.035	5	.0		.01					
TIMING - Vacuu	report with										
USUED OF COMPANY OF COMPANY	sconnected and	0-BID	∟ @ Idle	4°-BTDC	(∉Idie	4°-BTD	C @ Idle				

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#### PONTIAC U.S.

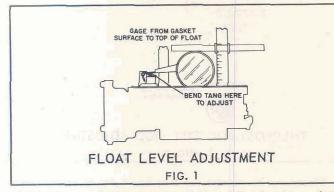
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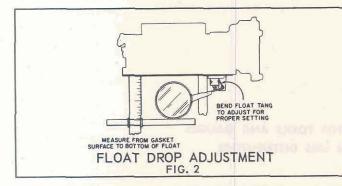
BULLETIN 9-PO-2 DATE: OCTOBER 1963 PAGE 1 FILE AFTER PONTIAC SPEC - ADJ DIVIDER

ADJUSTMENT PROCEDURES - "B" - "BC" - "BV"

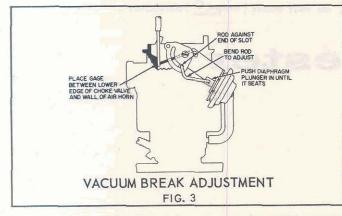


With the air horn inverted and the gasket in place, check height of each float as shown. Bend tang which contacts needle seat until each pontoon is set to specified dimension. Align floats to avoid interference in bowl.

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.



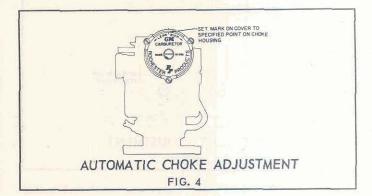
With the air horn assembly held upright and floats suspended freely, carefully bend the float tang at the rear of the float arm so that the bottom of the float pontoon is set as specified.



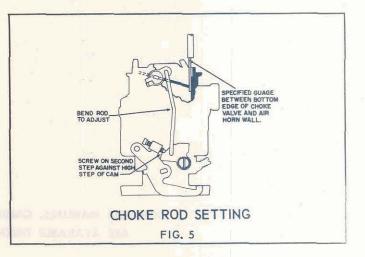
To insure correctinitial choke valve opening, adjust vacuum break as follows.

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.

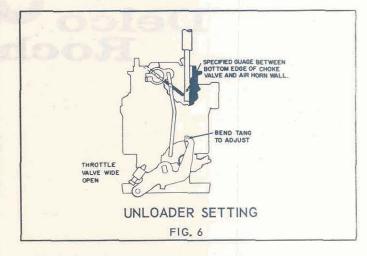
To adjust, bend the connecting rod at point shown.



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.

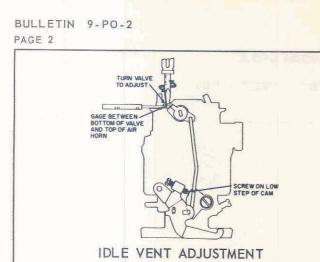
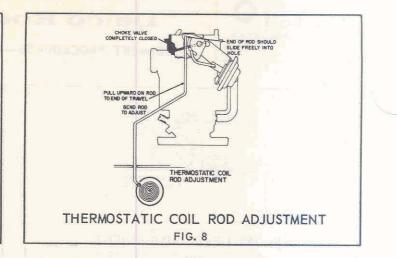


FIG. 7

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.

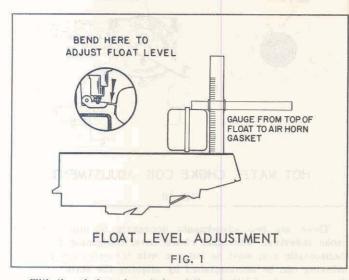
COMPLETE MANUALS, CARBURETOR TOOLS AND GAUGES ARE AVAILABLE THROUGH UMS DISTRIBUTORS



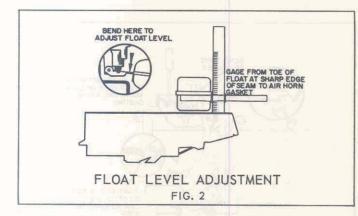


BULLETIN 9-PO-3 DATE: OCTOBER 1963 PAGE 1 FILE AFTER PONTIAC SPEC - ADJ DIVIDER

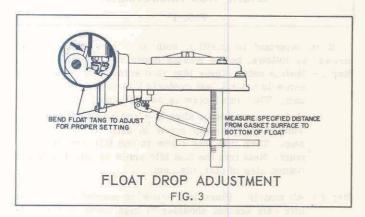
ADJUSTMENT PROCEDURES -- "2G", "2GC" AND "2GV"



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.

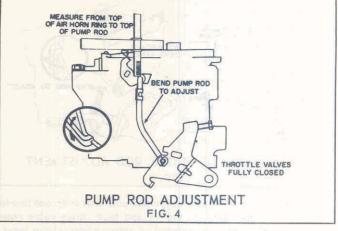


With air horn inverted and air horn gasket installed measure the distance from the air horn gasket to the lower edge (sharp edge) of the float seam at the outer end of the float pontoon. To adjust, bend the float arm at rear, as shown in inset.

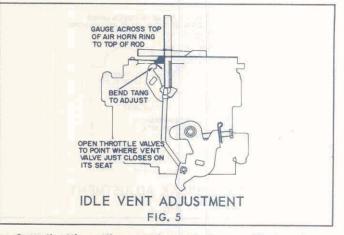


With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.

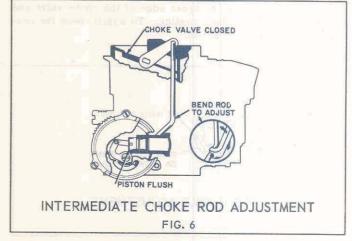
CO, WD, 131, 132:16, 9X, 9FR, 9FD



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.

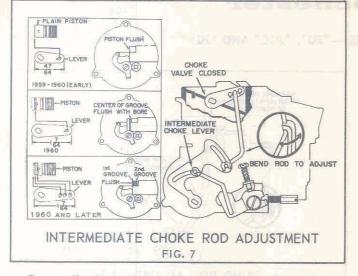


Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.

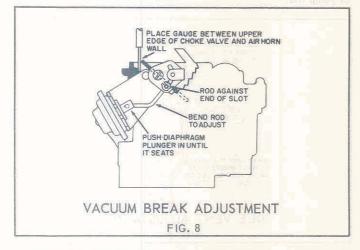


Remove the thermostat cover and coil assembly and inside baffle plate. Hold the choke valve completely closed and bend the intermediate choke rod as necessary so that the end of the choke piston is as specified, with the end of choke piston bore.

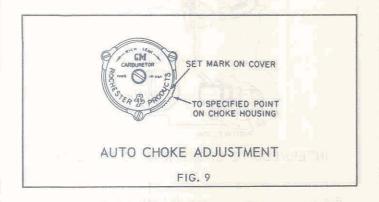
#### BULLETIN 9-PO-3 PAGE 2



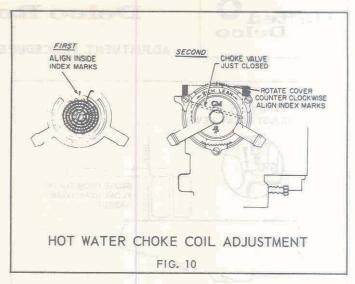
Remove the thermostatic cover and coil assembly and inside baffle plate. Open throttle valves and hold choke valve completely closed by pushing upward on intermediate choke lever. Adjust intermediate choke rod as necessary by bending so that choke piston is in the location shown above.



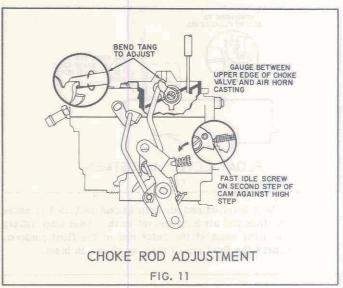
Push the vacuum break diaphragm plunger in until it is seated and make sure the choke valve is closed so the connecting rod is at the end of the slot in the choke shaft lever. In this position, adjust the rod by bending so that the specified gauge will fit between the upper edge of the choke valve and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



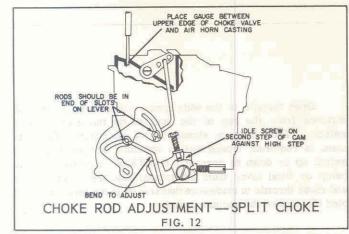
There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown.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

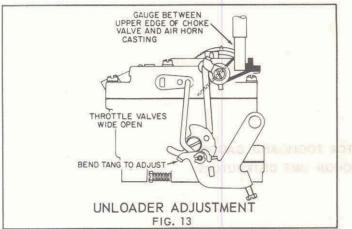
- Step 1 Models using single idle stop screw only Turn stop screw in until it just contacts bottom step of fast idle cam. Then turn screw in one full turn.
  - Models using both a slow idle and a fast idle screw -Turn slow idle stop screw in until it just contacts stop. Then turn this screw in one full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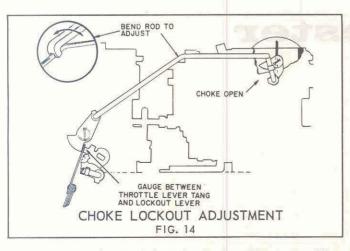


Position slow idle and fast idle screws as described in Step 1, Fig. 11, then place fast idle screw on the second step of the fast idle cam next to the high step as shown. Make sure intermediate choke rod and choke rod are in the ends of slots in the intermediate choke lever by pushing upward on lever.

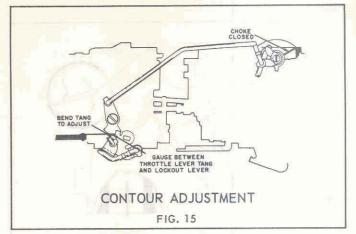
Bend the choke rod until the proper gauge will just fit between the upper edge of the choke valve and air horn wall.



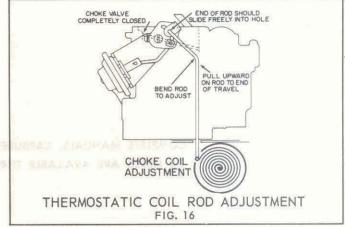
With the throttle valves held wide open the choke valve should be open just enough to admit the specified gauge between the upper edge of the choke valve and inner air horn wall. Bend the tang on the throttle lever as shown to adjust.



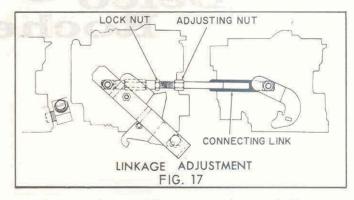
To adjust, hold the choke valve in the wide open position. With the throttle valves slightly open on the carburetor to which the diaphragm is attached, there should be a clearance, as specified, between the lockout lever and the throttle lever as shown. Measure clearance with a feeler gauge and bend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



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.

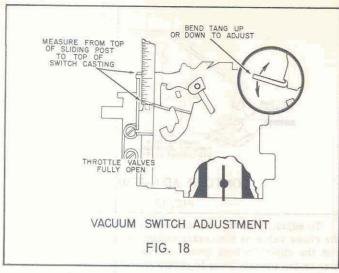


To adjust, disconnect the upper end of choke thermostatic coil rod from choke lever. Hold the choke valve completely closed and pull upward on the thermostatic coil rod to the limit of its travel. The end of the rod should slide freely into the hole in the choke shaft lever. To adjust, bend rod.



Disconnect the end of throttle actuating rod which connects the throttle levers on the front and rear carburetors. With both throttle valves closed on the front and rear carburetors, the rod should center in the slot in the throttle lever. Bend the throttle rod to adjust. Connect throttle rod after adjustment. Set connecting link between center and rear carburetor. Loosen lock nut. With center carburetor manually held to wide open throttle, turn adjusting nut to give wide open throttle on rear carburetor. Tighten lock nut.

#### BULLETIN 9-PO-3 NOVEMBER 1964 PAGE 4



b. 11 Sections (applifies "norm) tradition with a structure plane, real, with Southward. Open throttle to the wide open position and measure the distance from the top of the post to the top of the vacuum switch. This distance should be as specified. If adjustment is required, loosen switch attaching screws and move switch up or down to correct. CAUTION: Be careful not to bump or bend lever after adjustment has been made. Open and close throttle to made sure that arm on pump lever does not bind the post on the vacuum switch.

COMPLETE MANUALS, CARBURETOR TOOLS AND GAUGES AS LISTED ARE AVAILABLE THROUGH UMS DISTRIBUTORS



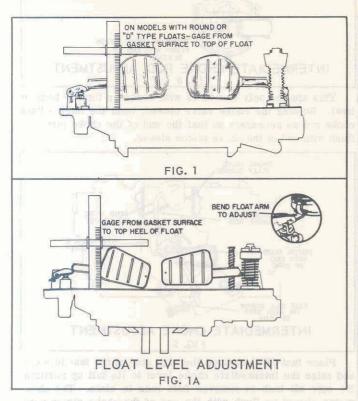
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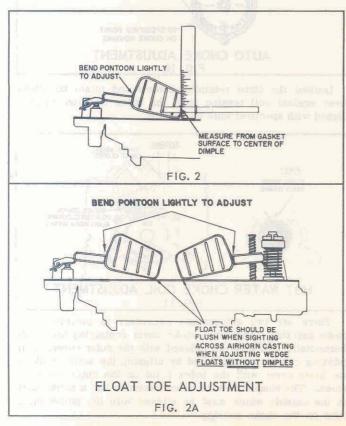


BULLETIN 9-PO-4 DATE: OCTOBER 1963 PAGE 1 FILE AFTER PONTIAC SPEC - ADJ DIVIDER

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

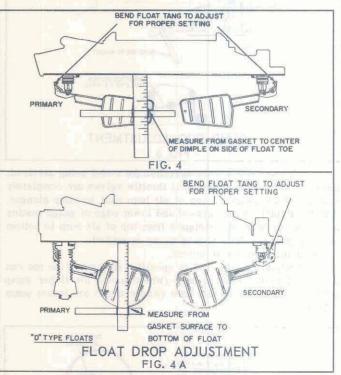


Check for proper float level adjustment as follows: With air horn inverted and gasket in place, gauge from gasket surface to the top of each float next to seam. Adjust to specified dimension by bending float arms at junction point near needle and seat, as shown in inset.



CENTER FLOAT PONTOONS IN GASKET CUTOUT FLOATS SHOULD BE PARALLEL HOLES IN AIRHORN CASTING FLOAT ALIGNMENT FLOAT ALIGNMENT FLOAT SING

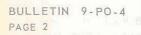
Align screw holes in air horn gasket with screw holes in air horn. Then make sure the floats are centered in the cut out section of the gasket and the sides of the float pontoons are parallel with the adjacent edges of the gasket. Bend float arms as necessary to adjust.

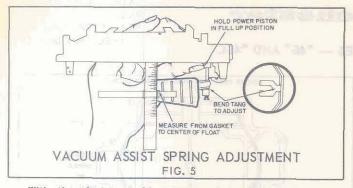


With the air horn upright and level, gasket in place and the floats hanging freely, measure the distance on each float from the gasket surface to the center of the dimple, (wedge floats). Measure to lower end of toe for wedge floats without dimple. Measure to the lowest point on "D" or round pontoon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

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.

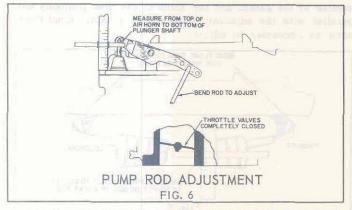




With the air horn held upright and level, hold the power piston in the full up position, with the thumb. Jounce pontoon lightly to make sure the cup retainer on the vacuum assist spring is not binding on the power piston stem. Measure the distance from the gasket to the center of the dimple on the float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

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

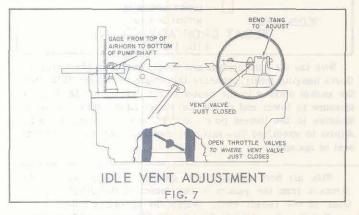
To adjust, bend tang at center of float arms.



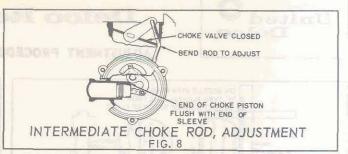
Install pump rod in hole specified for model being serviced. Back out slow idle screw until throttle valves are completely closed. Place gauge on top of air horn next to pump plunger. With the throttle valves closed and lower edge of gauge resting on top of air horn, the distance from top of air horn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

Bend the pump rod to adjust.

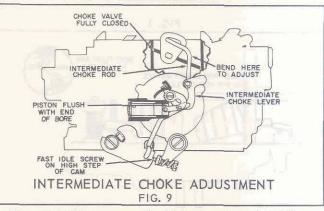
After adjusting pump rod to specified dimension the rod can be moved to the inboard hole (where used) for richer pump action or to the outboard hole (where used) for leaner pump action.



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.



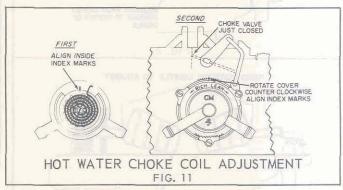
This applies only to models with choke on throttle body or bowl. Holding the choke valve closed, bend the intermediate choke rod as necessary so that the end of the choke piston is flush with end of the choke piston sleeve.



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.