



Delco Rochester PONTIAC [U.S.]

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

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1951-52		1955		1955		1955		1956		
CARBURETOR MODEL	BC		2GC		BC		4GC		2GC		
CARBURETOR NO.	7002870		7006100		7006201 7007950 Canada Only		7007800		7008695 7008696		
ADJUSTMENT SPECIFICATIONS											
ADJUSTMENT BULLETIN NO.		9-PO-2		9-PO-3		9-PO-2		9-PO-4		9-PO-3	
ADJUSTMENT		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
	SECONDARY	-	-	-	-	-	-	1-19/32	1	-	-
FLOAT TOE	PRIMARY	-	-	-	-	-	-	-	-	-	-
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT DROP	PRIMARY	1/4" - Top of float To Gasket		1-29/32	3	1-3/4	2	2-1/4	4-A	1-29/32	3
	SECONDARY			-	-	-	-	2-1/4	4-A	-	-
FLOAT ALIGNMENT		-	-	-	-	-	-	-	3	-	-
VACUUM ASSIST SPRING		-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION		-	-	-	-	-	-	-	-	-	-
PUMP ROD		-	-	1-9/16	4	-	-	1-1/16	6	1-9/16	4
IDLE VENT		-	-	-	-	-	-	-	-	-	-
INTERMEDIATE CHOKE ROD		-	-	-	-	-	-	-	-	-	-
VACUUM BREAK		-	-	-	-	-	-	-	-	-	-
AUTOMATIC CHOKE		Index	4	Index	9	Index	4	Index	10	Index	9
CHOKE ROD		.060	5	.055	11	.075	5	.050	12	.060	11
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.									
UNLOADER		.230	6	.160	13	.230	6	.120	14	.160	13
SECONDARY LOCKOUT		-	-	-	-	-	-	.015	15	-	-
SECONDARY CONTOUR		-	-	-	-	-	-	.015	16	-	-
THROTTLE RETURN CHECK		-	-	-	-	-	-	-	-	-	-
TUNE UP SPECIFICATIONS											
IDLE R.P.M.	A/T-375-D	S/T-450-N	A/T-450-D	S/T-450-N	A/T-425-D	S/T-475-N	A/T-450-D	A/T-450-D	S/T-450-N		
IDLE R.P.M. - AIR COND.	-	-	-	-	-	-	-	-	-		
FAST IDLE	-	-	-	-	-	-	1700 - High Step	-	-		
DWELL	-	-	30°	30°	30°	30°	30°	30°	30°		
POINT GAP	.022	.022	.016	.016	.016	.016	.016	.016	.016		
SPARK PLUG GAP	.025	.025	.035	.035	.035	.035	.035	.035	.035		
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	4° - BTDC		5° - BTDC		TDC @ Idle		5° - BTDC		5° - BTDC		

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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1956	1956	1957	1957	1957
CARBURETOR MODEL	4GC	BC	4GC	2GC	BC
CARBURETOR NO.	7007900 7008697	7009258 7009259 7010680 Canada Only	7009829 7009830	7009831 7009832	7010516 7010517

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-4		9-PO-2		9-PO-4		9-PO-3		9-PO-2	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-19/32	1	1-9/32	1	1-3/8	1-A	1-1/4	1	1-9/32	1
	SECONDARY	1-19/32	1	-	-	1-3/8	1-A	-	-	-	-
FLOAT TOE	PRIMARY	-	-	-	-	Flush	2-A	-	-	-	-
	SECONDARY	-	-	-	-	Flush	2-A	-	-	-	-
FLOAT DROP	PRIMARY	2-1/4	4-A	1-3/4	2	1-13/16	4	1-29/32	3	1-3/4	2
	SECONDARY	2-1/4	4-A	-	-	1-13/16	4	-	-	-	-
FLOAT ALIGNMENT		-	3	-	-	-	3	-	-	-	-
VACUUM ASSIST SPRING		-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION		-	-	-	-	-	-	-	-	-	-
PUMP ROD		15/16	6	-	-	15/16	6	1-3/16	4	-	-
IDLE VENT		27/32	7	-	-	27/32	7	-	-	-	-
INTERMEDIATE CHOKE ROD		-	-	-	-	Flush	8	Flush	6	-	-
VACUUM BREAK		-	-	-	-	-	-	-	-	-	-
AUTOMATIC CHOKE		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		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.									
UNLOADER		.120	14	.230	6	.120	14	.160	13	.230	6
SECONDARY LOCKOUT		.015	15	-	-	.015	15	-	-	-	-
SECONDARY CONTOUR		.015	16	-	-	.015	16	-	-	-	-
THROTTLE RETURN CHECK		-	-	-	-	-	-	-	-	-	-

TUNE UP SPECIFICATIONS

IDLE R.P.M.	A/T-450-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
IDLE R.P.M. - AIR COND.	-	-	-	560-N - A/C Off	-	-	-
FAST IDLE	-	-	-	1700 - High Step	-	-	-
DWELL	30°	30°	30°	30°	30°	30°	30°
POINT GAP	.016	.016	.016	.016	.016	.016	.016
SPARK PLUG GAP	.035	.035	.035	.035	.035	.035	.035
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	5° - BTDC	TDC @ Idle	TDC @ Idle	6° - BTDC	6° - BTDC	6° - BTDC	6° - BTDC



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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1957	1957	1958	1958	1958						
CARBURETOR MODEL	2GC	2G	4GC	2GC	2G						
CARBURETOR NO.	7011350 7011500	7011351 7011352	7011701	7011702 7011703 7012702 7012703	7011705 7011707						
ADJUSTMENT SPECIFICATIONS											
ADJUSTMENT BULLETIN NO.	9-PO-3		9-PO-3		9-PO-4		9-PO-3		9-PO-3		
ADJUSTMENT	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	
FLOAT LEVEL	PRIMARY	1-5/16	1	1-5/16	1	1-15/32	1-A	11/16	2	1-13/32	1
	SECONDARY	—	—	—	—	1-3/8	1-A	—	—	—	—
FLOAT TOE	PRIMARY	—	—	—	—	11/16	2	—	—	—	—
	SECONDARY	—	—	—	—	3/8	2	—	—	—	—
FLOAT DROP	PRIMARY	1-29/32	3	1-29/32	—	1-1/2	4	1-29/32	3	1-29/32	3
	SECONDARY	—	—	—	—	1-5/16	4	—	—	—	—
FLOAT ALIGNMENT	—	—	—	—	—	3	—	—	—	—	
VACUUM ASSIST SPRING	—	—	—	—	1-1/16	5	—	—	—	—	
PUMP ROD LOCATION	—	—	—	—	—	—	—	—	—	—	
PUMP ROD	1-1/8	4	1-3/16	4	15/16	6	1-3/8	4	1-3/16	4	
IDLE VENT	—	—	—	—	7/8	7	1-9/32	5	—	—	
INTERMEDIATE CHOKE ROD	—	—	—	—	Flush	8	Flush	6	—	—	
VACUUM BREAK	—	—	—	—	—	—	—	—	—	—	
AUTOMATIC CHOKE	Index	9	—	—	Index	10	Index	9	—	—	
CHOKE ROD	.060	11	—	—	.065	12	.060	11	—	—	
FAST IDLE	Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.										
UNLOADER	.160	13	—	—	.120	14	.160	13	—	—	
SECONDARY LOCKOUT	—	—	.030	14	.015	15	—	—	.030	14	
SECONDARY CONTOUR	—	—	.015	15	.015	16	—	—	.015	15	
THROTTLE RETURN CHECK	—	—	—	—	—	—	—	—	—	—	
TUNE UP SPECIFICATIONS											
IDLE R.P.M.	A/T-500-D		—	A/T-500-D		A/T-500-D	S/T-525-N	—			
IDLE R.P.M. - AIR COND.	—		—	900-N - A/C Off		900-N - A/C Off		—			
FAST IDLE	—		—	1700-High Step		2700-High Step		—			
DWELL	29°		—	30°		30°		—			
POINT GAP	.015		—	.016		.016		—			
SPARK PLUG GAP	.035		—	.035		.035		—			
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	10° - BTDC @ 650 RPM		—	6° - BTDC		6° - BTDC		—			

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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1958	1958	1959	1959-63	1959
CARBURETOR MODEL	2GC	BC	2GC	2G	2GC
CARBURETOR NO.	7011706 7011709	7011870 7011871 Canada Only	7013060 7013061	7013063 7013065	7013064 7013067

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.	9-PO-3		9-PO-2		9-PO-3		9-PO-3		9-PO-3		
	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	
FLOAT LEVEL	PRIMARY	1-9/32	1	1-9/32	1	5/8	2	23/32	2	23/32	2
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT TOE	PRIMARY	-	-	-	-	-	-	-	-	-	-
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT DROP	PRIMARY	1-29/32	3	1-3/4	2	1-29/32	3	1-3/4	3	1-3/4	3
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT ALIGNMENT	-	-	-	-	-	-	-	-	-	-	-
VACUUM ASSIST SPRING	-	-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION	-	-	-	-	-	-	-	-	-	-	-
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 CHOKE ROD	-	-	-	-	Flush	6	-	-	-	-	
VACUUM BREAK	-	-	-	-	-	-	-	-	-	-	
AUTOMATIC CHOKE	Index	9	A/T-2-N.L. S/T-1-N.L.	4	Index	9	-	-	Index	9	
CHOKE ROD	.060	11	.075	5	.055	11	-	-	.055	11	
FAST IDLE	Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.										
UNLOADER	.160	13	.230	6	.160	13	-	-	.160	13	
SECONDARY LOCKOUT	-	-	-	-	-	-	.030	14	-	-	
SECONDARY CONTOUR	-	-	-	-	-	-	.015	15	-	-	
THROTTLE RETURN CHECK	-	-	-	-	-	-	-	-	-	-	

TUNE UP SPECIFICATIONS

	A/T-500-D		S/T-525-N		A/T-425-D		S/T-475-N		A/T-500-D		S/T-525-N	
IDLE R.P.M.	900-N - A/C Off		-		560-D - A/C Off		-		560-D - A/C Off		-	
IDLE R.P.M. - AIR COND.	-		-		2700 - High Step		-		-		-	
FAST IDLE	30°		30°		30°		-		30°		-	
DWELL	.016		.016		.016		-		.016		-	
POINT GAP	.035		.035		.035		-		.035		-	
SPARK PLUG GAP	6° - BTDC		5° - BTDC @ 1000 RPM		6° - BTDC @ Idle		-		6° - BTDC @ Idle		-	
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	-		-		-		-		-		-	



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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1959	1959-60	1960	1960	1960
CARBURETOR MODEL	2GC	BC	2GC	2GC	2GC
CARBURETOR NO.	7013069 7013075	7013080 7013081 Canada Only	7015062 7015073	7015066 7015068 7015076	7015070 7015072

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-3		9-PO-2		9-PO-3		9-PO-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	1-9/32	1	11/16	2	23/32	2	5/8	2
	SECONDARY	—	—	—	—	—	—	—	—	—	—
FLOAT TOE	PRIMARY	—	—	—	—	—	—	—	—	—	—
	SECONDARY	—	—	—	—	—	—	—	—	—	—
FLOAT DROP	PRIMARY	1-29/32	3	1-3/4	2	1-3/4	3	1-3/4	3	1-3/4	3
	SECONDARY	—	—	—	—	—	—	—	—	—	—
FLOAT ALIGNMENT		—	—	—	—	—	—	—	—	—	—
VACUUM ASSIST SPRING		—	—	—	—	—	—	—	—	—	—
PUMP ROD LOCATION		—	—	—	—	—	—	—	—	—	—
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 CHOKE ROD		Flush	6	—	—	—	—	—	—	Flush	6
VACUUM BREAK		—	—	—	—	—	—	—	—	—	—
AUTOMATIC CHOKE		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		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.									
UNLOADER		.160	13	.230	6	.160	13	.160	13	.160	13
SECONDARY LOCKOUT		—	—	—	—	—	—	—	—	—	—
SECONDARY CONTOUR		—	—	—	—	—	—	—	—	—	—
THROTTLE RETURN CHECK		—	—	—	—	—	—	—	—	—	—

TUNE UP SPECIFICATIONS

IDLE R.P.M.	A/T-500-D	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-N
FAST IDLE	—		—		—		—		2700 - High Step	
DWELL	30°		30°		30°		30°		30°	
POINT GAP	.016		.016		.016		.016		.016	
SPARK PLUG GAP	.035		.035		.035		.035		.035	
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	6° - BTDC @ Idle		7½° - BTDC @ 1000 RPM		6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle	

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ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1961	1961	1961-62	1961	1961						
CARBURETOR MODEL	2GC	B-BC	2GC	4GC	2GC						
CARBURETOR NO.	7019060 7019074 7019075 7019076 7019077	7019061 7019062	7019064 7019067 7019069 7020064 7020067 7020069	7019066 7019079	7019070 7019071 7019072 7019073						
ADJUSTMENT SPECIFICATIONS											
ADJUSTMENT BULLETIN NO.	9-PO-3		9-PO-2		9-PO-3		9-PO-4		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	1-9/32	1	23/32	2	1-5/16	1-A	5/8	2
	SECONDARY	-	-	-	-	-	-	1-5/16	1-A	-	-
FLOAT TOE	PRIMARY	-	-	-	-	-	-	9/16	2	-	-
	SECONDARY	-	-	-	-	-	-	9/16	2	-	-
FLOAT DROP	PRIMARY	1-3/4	3	1-3/4	2	1-3/4	3	1-1/4	4	1-3/4	3
	SECONDARY	-	-	-	-	-	-	1-1/4	4	-	-
FLOAT ALIGNMENT	-	-	-	-	-	-	-	-	3	-	-
VACUUM ASSIST SPRING	-	-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION	-	-	-	-	-	-	Inner	6	-	-	-
PUMP ROD	1-1/8	4	-	-	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 CHOKE ROD	-	-	-	-	-	-	Flush	8	Flush	6	
VACUUM BREAK	-	-	-	-	-	-	-	-	-	-	-
AUTOMATIC CHOKE	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	Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.										
UNLOADER	.160	13	.160	6	.160	13	.150	14	.160	13	
SECONDARY LOCKOUT	-	-	-	-	-	-	.015	15	-	-	
SECONDARY CONTOUR	-	-	-	-	-	-	.015	16	-	-	
THROTTLE RETURN CHECK	-	-	-	-	-	-	-	-	-	-	
TUNE UP SPECIFICATIONS											
IDLE R.P.M.	A/T-500-D	S/T-525-N	A/T-600-D	S/T-700-N	A/T-500-D	S/T-525-N	A/T-600-D	S/T-700-N	A/T-500-D	S/T-525-N	
IDLE R.P.M. - AIR COND.	560-D - A/C Off		-		560-D - A/C Off		-		560-D - A/C Off		
FAST IDLE	-		-		-		A/T-3000 S/T-2500		-		
DWELL	30°		75°		30°		75°		30°		
POINT GAP	.016		.016		.016		.016		.016		
SPARK PLUG GAP	.035		.035		.035		.035		.035		
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle		



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YEAR	1961	1962	1962	1962	1962
CARBURETOR MODEL	2GC	2GC	B-BC	4GC	2GC
CARBURETOR NO.	7019860 7019863	7020060 7020074 7020075 7020076 7020077	7020061 7020062	7020066 7020079	7020070 7020071 7020072 7020073

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-3		9-PO-3		9-PO-2		9-PO-4		9-PO-3	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	21/32	2	11/16	2	1-9/32	1	1-5/16	1-A	5/8	2
	SECONDARY	-	-	-	-	-	-	1-5/16	1-A	-	-
FLOAT TOE	PRIMARY	-	-	-	-	-	-	9/16	2	-	-
	SECONDARY	-	-	-	-	-	-	9/16	2	-	-
FLOAT DROP	PRIMARY	1-29/32	3	1-3/4	3	1-3/4	2	1-1/4	4	1-3/4	3
	SECONDARY	-	-	-	-	-	-	1-1/4	4	-	-
FLOAT ALIGNMENT		-	-	-	-	-	-	-	3	-	-
VACUUM ASSIST SPRING		-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION		-	-	-	-	-	-	Inner	6	-	-
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 CHOKE ROD		-	-	-	-	-	-	Flush	8	Flush	6
VACUUM BREAK		-	-	-	-	-	-	-	-	-	-
AUTOMATIC CHOKE		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		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.									
UNLOADER		.160	13	.160	13	.160	6	.150	14	.160	13
SECONDARY LOCKOUT		-	-	-	-	-	-	.015	15	-	-
SECONDARY CONTOUR		-	-	-	-	-	-	.015	16	-	-
THROTTLE RETURN CHECK		-	-	-	-	-	-	-	-	-	-

TUNE UP SPECIFICATIONS

IDLE R.P.M.	600 - N	A/T-500-D	S/T-525-N	A/T-600-D	S/T-700-N	A/T-600-D	S/T-700-N	A/T-500-D	S/T-525-N
IDLE R.P.M. - AIR COND.	650-N - A/C Off	560-D - A/C Off		-		-		560-D - A/C Off	
FAST IDLE	-	-		-		A/T-3000 S/T-2500		-	
DWELL	30°	30°		33°		33°		30°	
POINT GAP	.016	.016		.016		.016		.016	
SPARK PLUG GAP	.035	.035		.035		.035		.035	
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	5° - BTDC @ Idle	6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle	

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PONTIAC [U.S.]

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1962	1962	1963-64	1963-64	1963-64
CARBURETOR MODEL	4GC	BC	2GC	2GC	2GC
CARBURETOR NO.	7020078	7020080 7020081	7023060 7023061 7023071	7023062 7024062	7023063 7023064 7023066

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-4		9-PO-2		9-PO-3		9-PO-3		9-PO-3	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	1-11/32	1-A	1-9/32	1	5/8	2	5/8	2	11/16	2
	SECONDARY	1-3/8	1-A	-	-	-	-	-	-	-	-
FLOAT TOE	PRIMARY	9/16	2	-	-	-	-	-	-	-	-
	SECONDARY	3/8	2	-	-	-	-	-	-	-	-
FLOAT DROP	PRIMARY	1-7/16	4	1-3/4	2	1-3/4	3	1-3/4	3	1-3/4	3
	SECONDARY	1-5/16	4	-	-	-	-	-	-	-	-
FLOAT ALIGNMENT		-	3	-	-	-	-	-	-	-	-
VACUUM ASSIST SPRING		-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION		Outer	6	-	-	-	-	-	-	-	-
PUMP ROD		29/32	6	-	-	1-11/32	4	1-11/32	4	1-1/8	4
IDLE VENT		-	-	-	-	1-9/32	5	1-9/32	5	1-3/32	5
INTERMEDIATE CHOKE ROD		Flush	8	-	-	Flush	6	.040-Out	6	-	-
VACUUM BREAK		-	-	-	-	-	-	-	-	-	-
AUTOMATIC CHOKE		Index	10	1-N.R.	4	Index	9	Index	9	Index	9
CHOKE ROD		.045	12	.075	5	.080	11	.080	11	.055	11
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM									
UNLOADER		.130	14	.230	6	.160	13	.160	13	.160	13
SECONDARY LOCKOUT		.015	15	-	-	-	-	-	-	-	-
SECONDARY CONTOUR		.030	16	-	-	-	-	-	-	-	-
THROTTLE RETURN CHECK		-	-	-	-	1050	-	-	-	1050	-

TUNE UP SPECIFICATIONS

IDLE R.P.M.	525-N	A/T-450-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-N
IDLE R.P.M. - AIR COND.	575-N - A/C Off	-	-	550-D - A/C Off	-	550-D - A/C Off	-	550-D - A/C Off	-
FAST IDLE	650 - Low Step	-	-	-	-	-	-	-	-
DWELL	30°	30°	30°	30°	30°	30°	30°	30°	30°
POINT GAP	.016	.016	-	-	-	-	-	-	-
SPARK PLUG GAP	.035	.035	.035	.035	.035	.035	.035	.035	.035
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	7½° - BTDC @ 1050 RPM	2½° - BTDC	6° - BTDC @ Idle	6° - BTDC @ Idle	6° - BTDC @ Idle	6° - BTDC @ Idle	6° - BTDC @ Idle	6° - BTDC @ Idle	6° - BTDC @ Idle



Delco Rochester

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

PONTIAC (U.S.)

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1963	1963	1963	1963	1963	1963-64						
CARBURETOR MODEL	B-BC	4GC	2GC	2G	2GC							
CARBURETOR NO.	7023067 7023068	7023069 7023070	7023073 7023075 7023077	7023078 7023079	7023161 7023162							
ADJUSTMENT SPECIFICATIONS												
ADJUSTMENT BULLETIN NO.	9-PO-2		9-PO-4		9-PO-3		9-PO-3		9-PO-3			
ADJUSTMENT	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.		
FLOAT LEVEL	PRIMARY	1-9/32	1	1-11/32	1-A	23/32	2	23/32	2	23/32	2	
	SECONDARY	-	-	1-11/32	1-A	-	-	-	-	-	-	
FLOAT TOE	PRIMARY	-	-	9/16	2	-	-	-	-	-	-	
	SECONDARY	-	-	9/16	2	-	-	-	-	-	-	
FLOAT DROP	PRIMARY	1-3/4	2	1-1/4	4	1-3/4	3	1-3/4	3	1-3/4	3	
	SECONDARY	-	-	1-1/4	4	-	-	-	-	-	-	
FLOAT ALIGNMENT	-	-	-	3	-	-	-	-	-	-	-	
VACUUM ASSIST SPRING	-	-	-	-	-	-	-	-	-	-	-	
PUMP ROD LOCATION	S- Outer A- Inner	-	Inner	6	-	-	-	-	-	-	-	
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 CHOKE ROD	-	-	Flush	8	-	-	-	-	-	-		
VACUUM BREAK	-	-	-	-	-	-	-	-	-	-		
AUTOMATIC CHOKE	Index	4	Index	10	Index	9	-	-	Index	9		
CHOKE ROD	.080	5	.030	12	.055	11	-	-	.055	11		
FAST IDLE	Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM											
UNLOADER	.160	6	.150	14	.160	13	-	-	.160	13		
SECONDARY LOCKOUT	-	-	.030	15	-	-	.030	14	-	-		
SECONDARY CONTOUR	-	-	.015	16	-	-	.015	15	-	-		
THROTTLE RETURN CHECK	-	-	-	-	-	-	-	-	-	-		
TUNE UP SPECIFICATIONS												
IDLE R.P.M.	A/T-600-D	S/T-700-N	A/T-600-D	S/T-700-N	A/T-500-D	S/T-525-N	-	-	A/T-500-D	S/T-525-N		
IDLE R.P.M. - AIR COND.	650-D - A/C Off				550-D - A/C Off				550-D - A/C Off			
FAST IDLE	A/T-3000 S/T-2800											
DWELL	33°		33°		30°		-		30°			
POINT GAP	.016		.016		-		-		-			
SPARK PLUG GAP	.035		.035		.035		-		.035			
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	6° - BTDC @ Idle		6° - BTDC @ Idle		6° - BTDC @ Idle		-		6° - BTDC @ Idle			

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PONTIAC (U.S.)

ADJUSTMENT and TUNE UP SPECIFICATIONS

YEAR	1964	1964-65	1964	1965	1965
CARBURETOR MODEL	2GC	2G	BV	2GC	2GC
CARBURETOR NO.	7024074 7024075 7024173 7024175	7024078 7024079 7024178 7024179 7025078 7025079 7025178 7025179	7024164 7024166	7025060 7025061 7025062 7025066 7025071	7025070 7025074 7025075 7025170

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-3		9-PO-3		9-PO-2		9-PO-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
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT TOE	PRIMARY	-	-	-	-	-	-	-	-	-	-
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT DROP	PRIMARY	1-3/4	3	1-3/4	3	1-3/4	2	1-3/4	3	1-3/4	3
	SECONDARY	-	-	-	-	-	-	-	-	-	-
FLOAT ALIGNMENT		-	-	-	-	-	-	-	-	-	-
VACUUM ASSIST SPRING		-	-	-	-	-	-	-	-	-	-
PUMP ROD LOCATION		-	-	-	-	-	-	-	-	-	-
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 CHOKE ROD		-	-	-	-	-	-	Flush	6	-	-
VACUUM BREAK		-	-	-	-	.140	3	-	-	-	-
AUTOMATIC CHOKE		Index	9	-	-	-	-	Index	9	Index	9
										Vac. Switch	-
CHOKE ROD		.055	11	-	-	.060	5	.085	11	.055	11
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.									
UNLOADER		.160	13	-	-	.230	6	.160	13	.160	13
SECONDARY LOCKOUT		-	-	-	-	-	-	-	-	-	-
SECONDARY CONTOUR		-	-	-	-	-	-	-	-	-	-
THROTTLE RETURN CHECK		-	-	-	-	-	-	-	-	-	-

TUNE UP SPECIFICATIONS

IDLE R.P.M.	A/T-500-D S/T-525-N	-	A/T-500-D S/T-600-N	A/T-500-D S/T-600-N	A/T-600-D S/T-600-N
IDLE R.P.M. - AIR COND.	550-D-A/C Off	-	-	A/T-550-D S/T600-N	650-D-A/C Off
FAST IDLE	-	-	-	-	-
DWELL	30°	-	31° - 34°	28° - 32°	28° - 32°
POINT GAP	-	-	-	-	-
SPARK PLUG GAP	.035	-	.035	.035	.035
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	6°-BTDC@Idle	-	4°-BTDC	6°-BTDC@Idle	6°-BTDC@Idle



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PONTIAC (U.S.)

ADJUSTMENT and TUNE UP SPECIFICATIONS

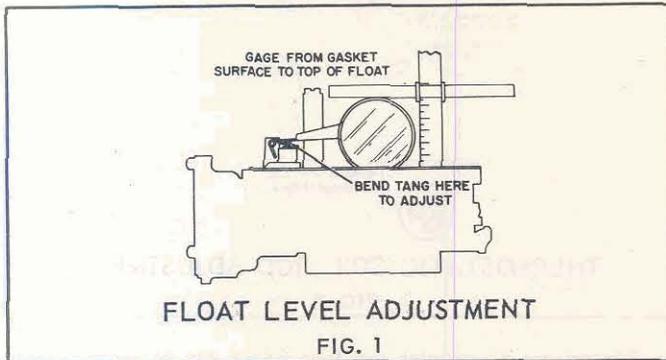
YEAR	1965	1965	1965	
CARBURETOR MODEL	2GC	BV	BV	
CARBURETOR NO.	7025173 7025175 7025177	7025167	7025168	

ADJUSTMENT SPECIFICATIONS

ADJUSTMENT BULLETIN NO.		9-PO-3		9-PO-2		9-PO-2			
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.
FLOAT LEVEL	PRIMARY	11/16	2	1-9/32	1	1-9/32	1		
	SECONDARY	-	-	-	-	-	-		
FLOAT TOE	PRIMARY	-	-	-	-	-	-		
	SECONDARY	-	-	-	-	-	-		
FLOAT DROP	PRIMARY	1-3/4	3	1-7/8	2	1-7/8	2		
	SECONDARY	-	-	-	-	-	-		
FLOAT ALIGNMENT		-	-	-	-	-	-		
VACUUM ASSIST SPRING		-	-	-	-	-	-		
PUMP ROD LOCATION		-	-	-	-	-	-		
PUMP ROD		1-1/8	4	-	-	-	-		
IDLE VENT		1-1/32	5	.040	7	.040	7		
INTERMEDIATE CHOKE ROD		-	-	-	-	-	-		
VACUUM BREAK		-	-	.160	3	.140	3		
AUTOMATIC CHOKE		Index	9	-	8	-	8		
		Vac. Switch 1-1/32	-						
CHOKE ROD		.055	11	.060	5	.060	5		
FAST IDLE		Turn screw in to contact low step of cam. Check tune-up spec. for proper RPM.							
UNLOADER		.160	13	.230	6	.230	6		
SECONDARY LOCKOUT		-	-	-	-	-	-		
SECONDARY CONTOUR		-	-	-	-	-	-		
THROTTLE RETURN CHECK		-	-	-	-	-	-		

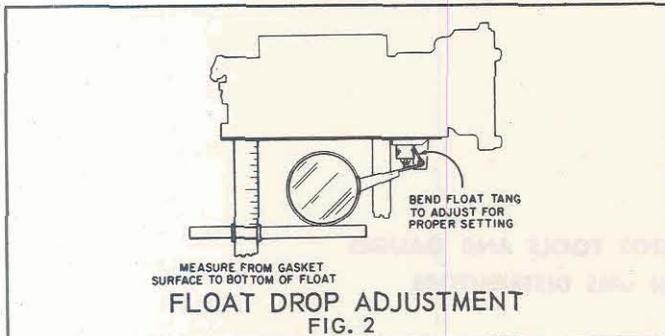
TUNE UP SPECIFICATIONS

IDLE R.P.M.	A/T-500-D	S/T-600-N	600-N	500-D
IDLE R.P.M. - AIR COND.	A/T-560-D	S/T-660 A/C Off	600-N-A/C Off	500-D-A/C-Off
FAST IDLE	-	-	-	-
DWELL	28° - 32°	31° - 34°	31° - 34°	
POINT GAP	-	.019	.019	
SPARK PLUG GAP	.035	.035	.035	
TIMING - Vacuum advance line MUST be disconnected and fitting plugged.	6°-BTDC @ Idle	4°-BTDC @ Idle	4°-BTDC @ Idle	

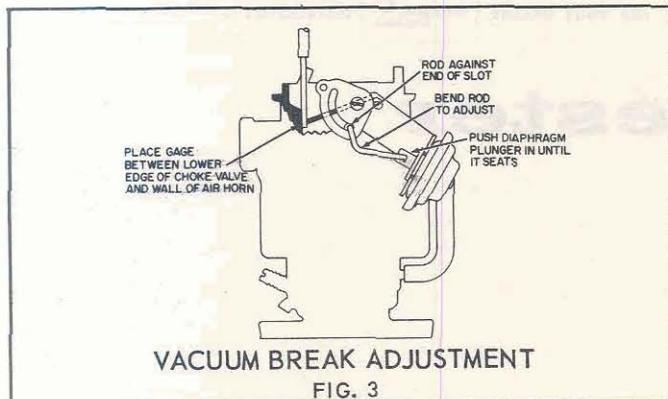


With the air horn inverted and the gasket in place, check height of each float as shown. Bend tang which contacts needle seat until each pontoon is set to specified dimension. Align floats to avoid interference in bowl.

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.



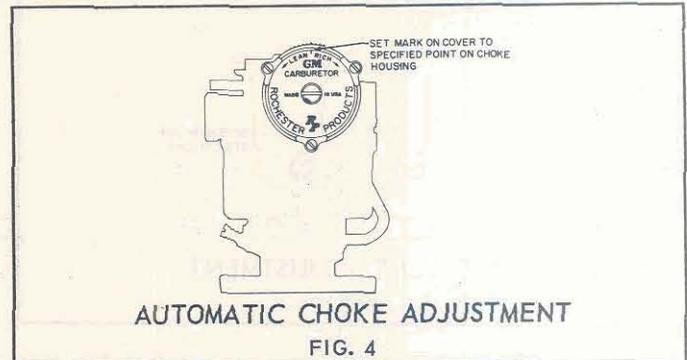
With the air horn assembly held upright and floats suspended freely, carefully bend the float tang at the rear of the float arm so that the bottom of the float pontoon is set as specified.



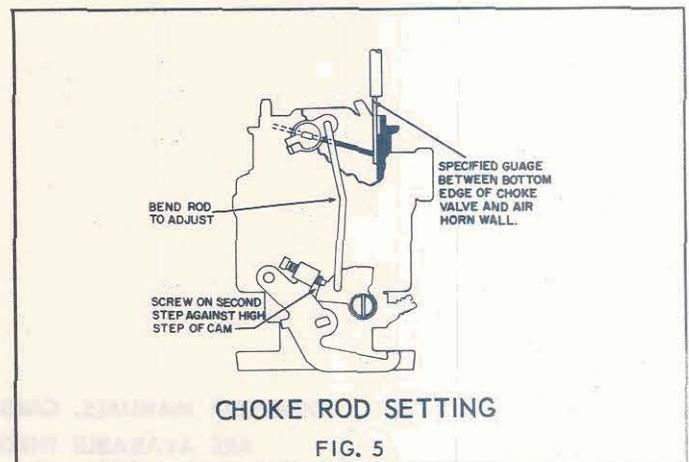
To insure correct initial choke valve opening, adjust vacuum break as follows.

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.

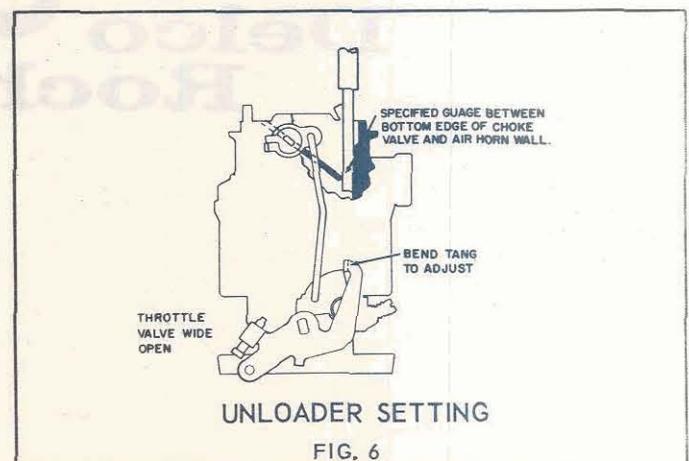
To adjust, bend the connecting rod at point shown.



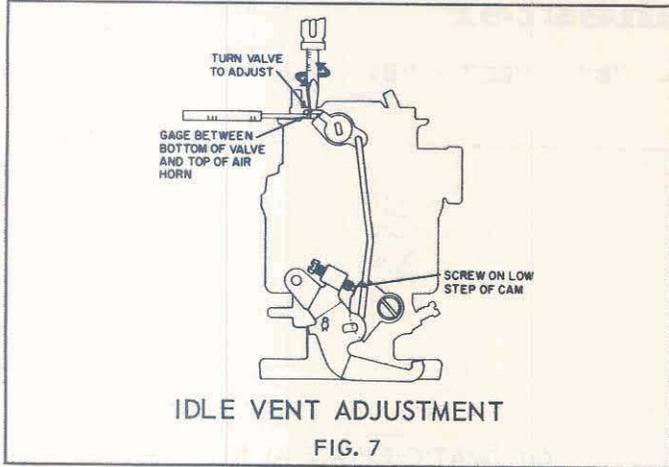
Loosen the three-retaining screws and rotate choke cover against coil tension until index mark on the cover is in the specified position with the index mark on the housing.



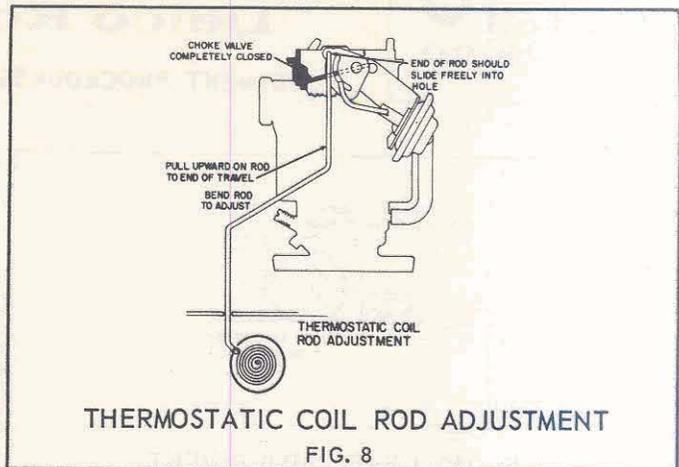
With the idle screw on the second step and against the high step of the fast idle cam, bend the choke rod to obtain specified dimension between the lower edge of the choke valve and the air horn wall.



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.



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.

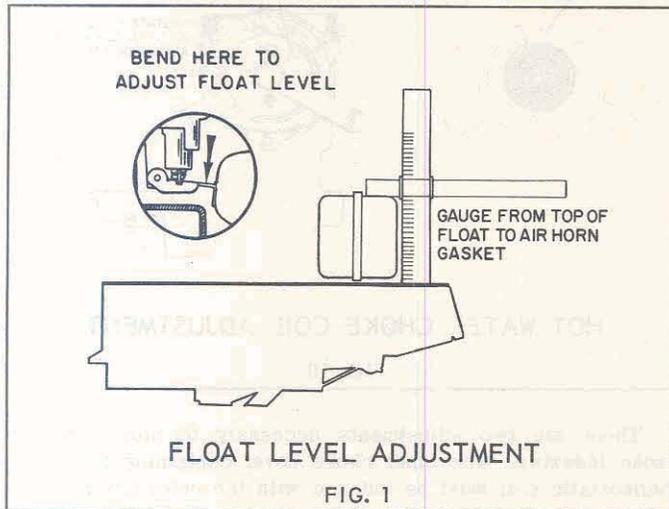


Disconnect thermostat rod from upper end of choke lever. Pull upward on rod to the end of its travel. Holding choke valve closed, the end of the rod should slide freely in hole in choke lever. Bend rod to adjust.

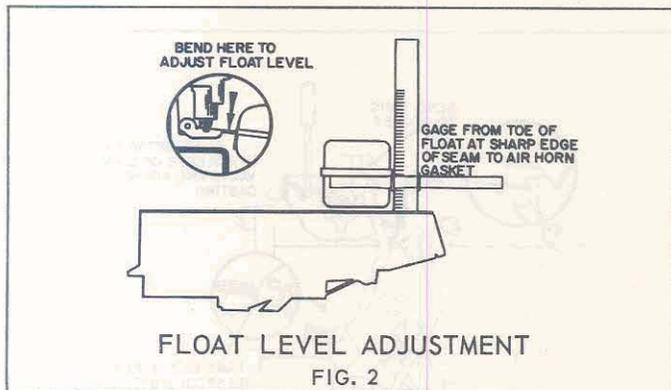
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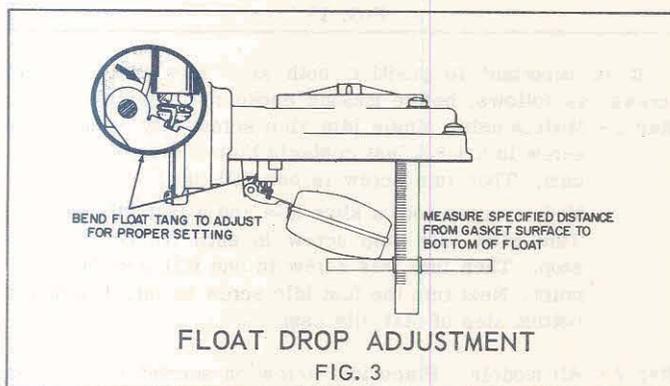
ADJUSTMENT PROCEDURES — "2G", "2GC" AND "2GV"



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.

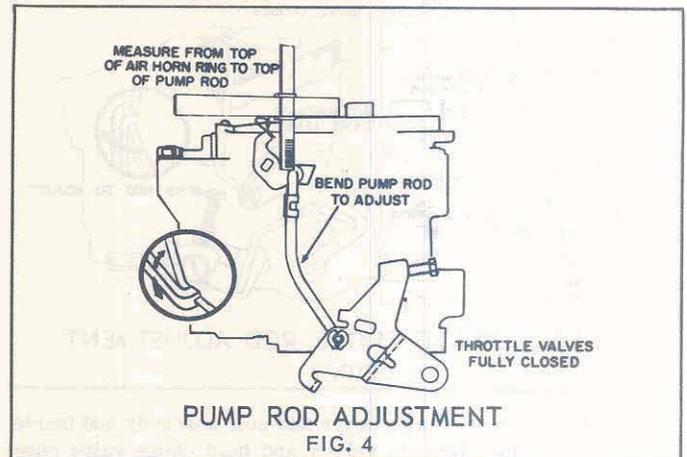


With air horn inverted and air horn gasket installed measure the distance from the air horn gasket to the lower edge (sharp edge) of the float seam at the outer end of the float pontoon. To adjust, bend the float arm at rear, as shown in inset.

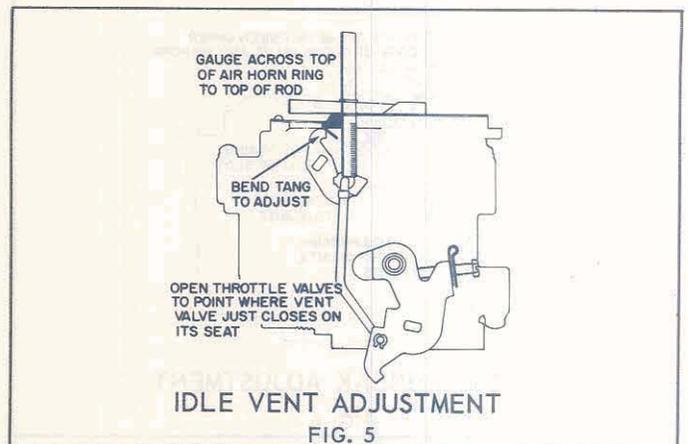


With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.

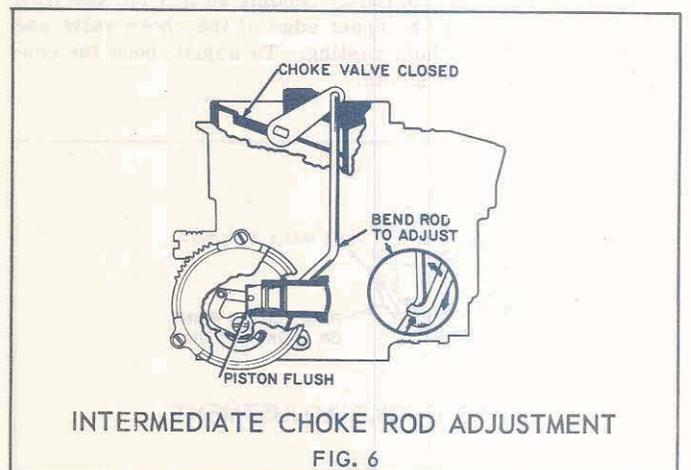
CO, WD, 131, 132:16, 9X, 9FR, 9FD



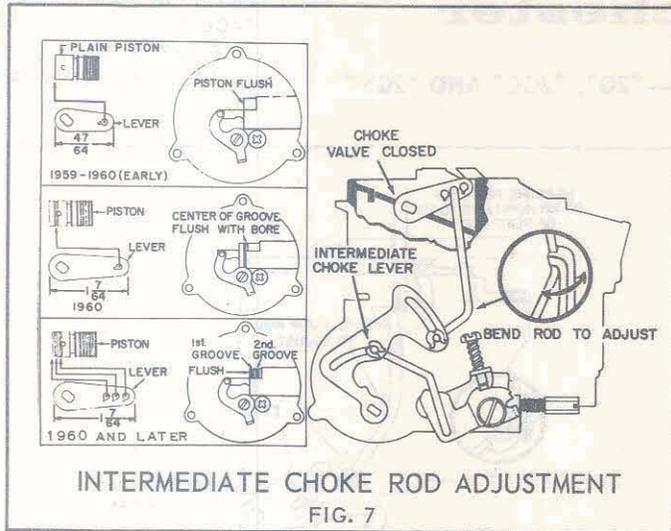
Back out idle stop screw and completely close throttle valves in bore. Place gauge on top of air horn ring. Bend the pump rod at lower angle to obtain specified dimension, to top of pump rod.



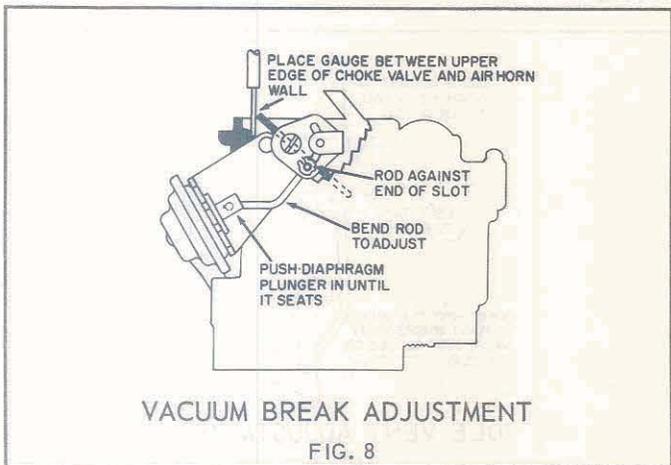
Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.



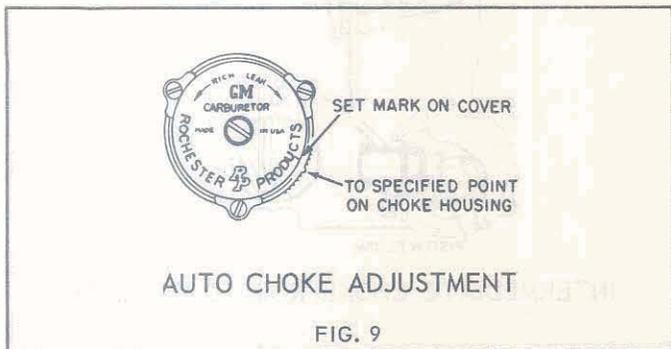
Remove the thermostat cover and coil assembly and inside baffle plate. Hold the choke valve completely closed and bend the intermediate choke rod as necessary so that the end of the choke piston is as specified, with the end of choke piston bore.



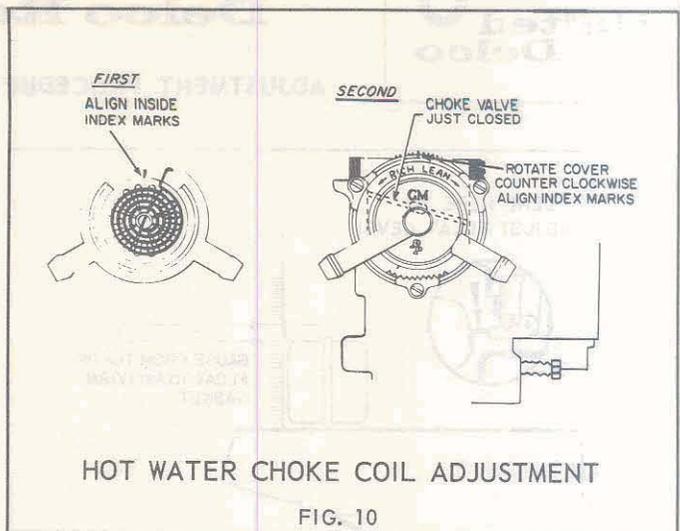
Remove the thermostatic cover and coil assembly and inside baffle plate. Open throttle valves and hold choke valve completely closed by pushing upward on intermediate choke lever. Adjust intermediate choke rod as necessary by bending so that choke piston is in the location shown above.



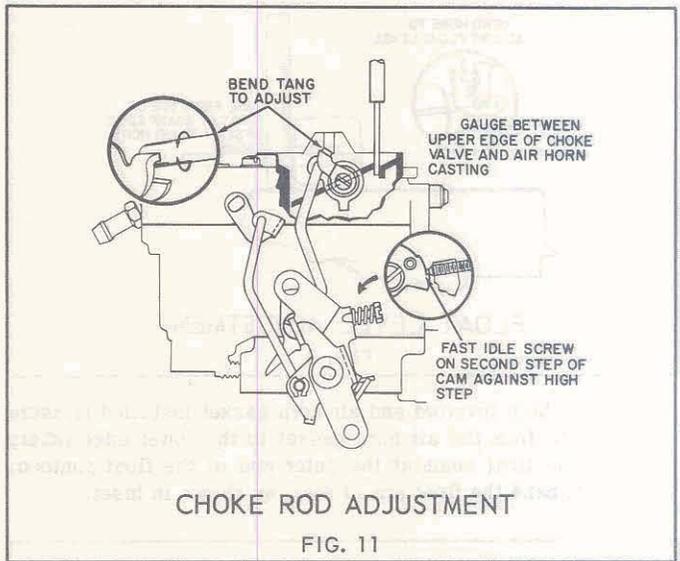
Push the vacuum break diaphragm plunger in until it is seated and make sure the choke valve is closed so the connecting rod is at the end of the slot in the choke shaft lever. In this position, adjust the rod by bending so that the specified gauge will fit between the upper edge of the choke valve and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

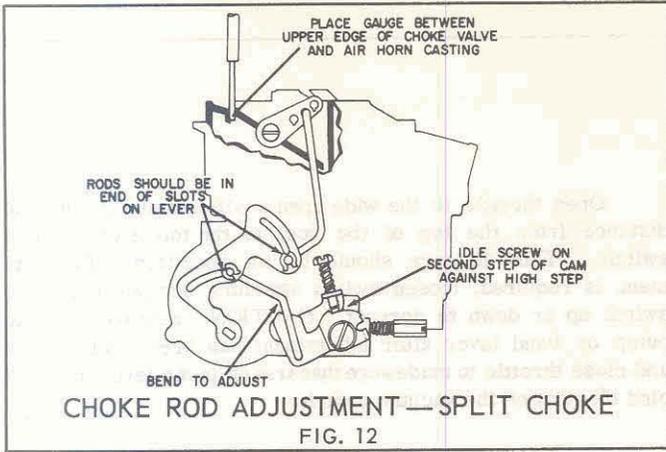


It is important to position both slow idle and fast idle screws, as follows, before making choke rod adjustment.

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.

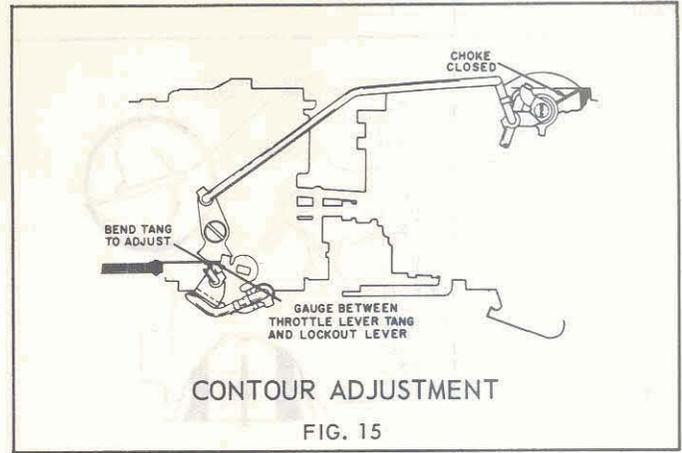
Models using both a slow idle and a fast idle screw - Turn slow idle stop screw in until it just contacts stop. Then turn this screw in one full turn from this point. Next turn the fast idle screw in until it touches bottom step of fast idle cam.

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.

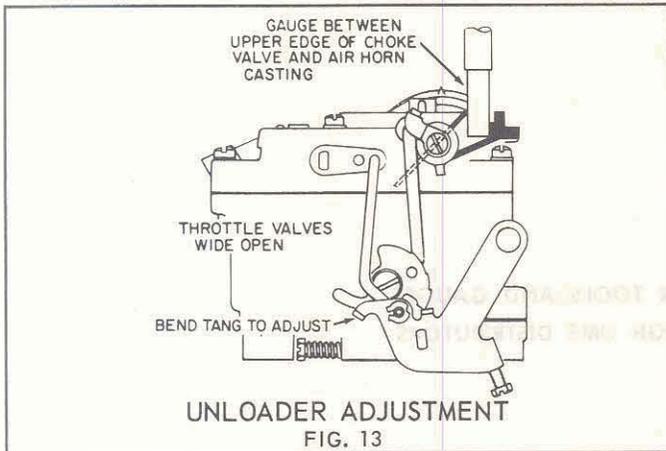


Position slow idle and fast idle screws as described in Step 1, Fig. 11, then place fast idle screw on the second step of the fast idle cam next to the high step as shown. Make sure intermediate choke rod and choke rod are in the ends of slots in the intermediate choke lever by pushing upward on lever.

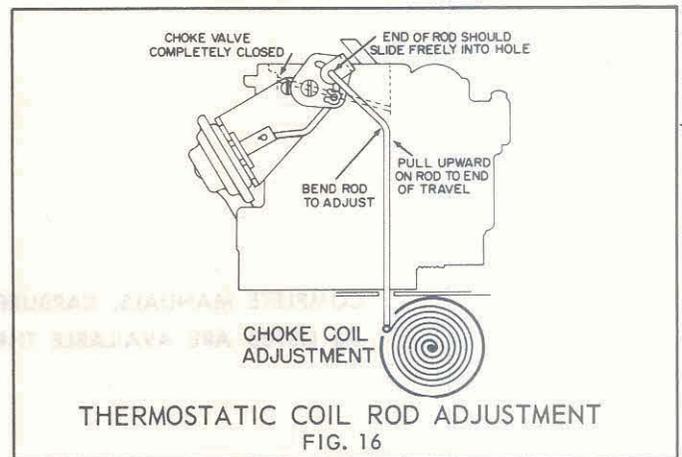
Bend the choke rod until the proper gauge will just fit between the upper edge of the choke valve and air horn wall.



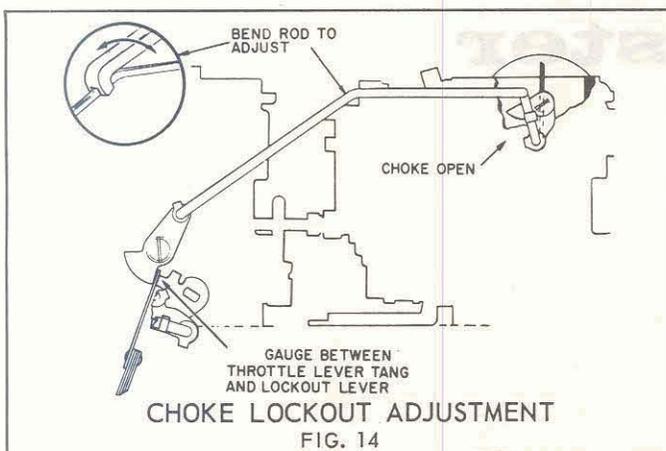
To adjust, hold the throttle valves completely closed. With the choke valve on the center carburetor in the closed position and the choke valve lockout lever rod connected, bend the lockout tang on the throttle lever to obtain specified clearance between the lockout lever and tang on the throttle lever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



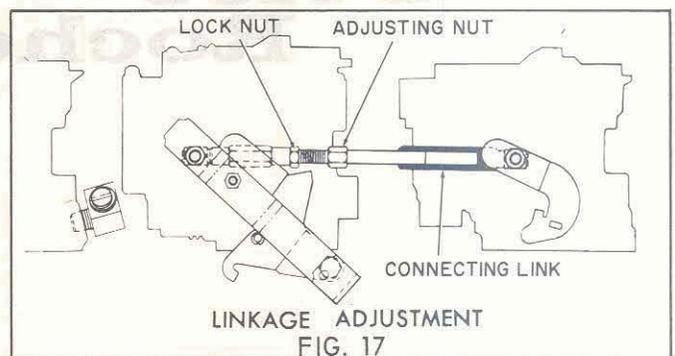
With the throttle valves held wide open the choke valve should be open just enough to admit the specified gauge between the upper edge of the choke valve and inner air horn wall. Bend the tang on the throttle lever as shown to adjust.



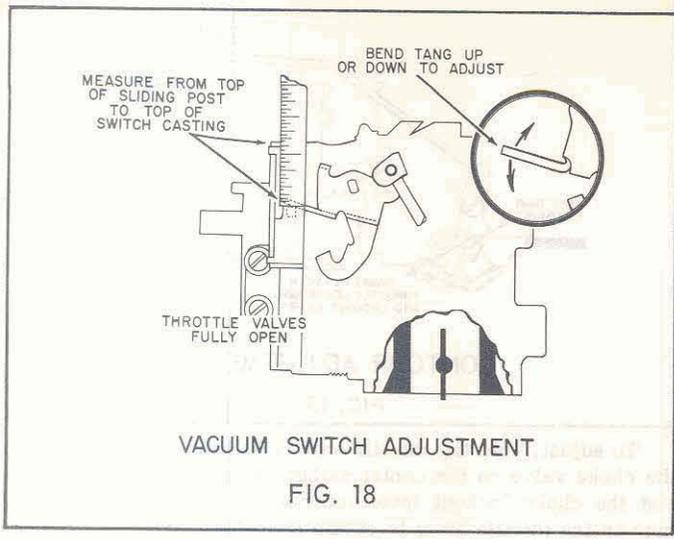
To adjust, disconnect the upper end of choke thermostatic coil rod from choke lever. Hold the choke valve completely closed and pull upward on the thermostatic coil rod to the limit of its travel. The end of the rod should slide freely into the hole in the choke shaft lever. To adjust, bend rod.



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.



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.



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 make sure that arm on pump lever does not bind the post on the vacuum switch.

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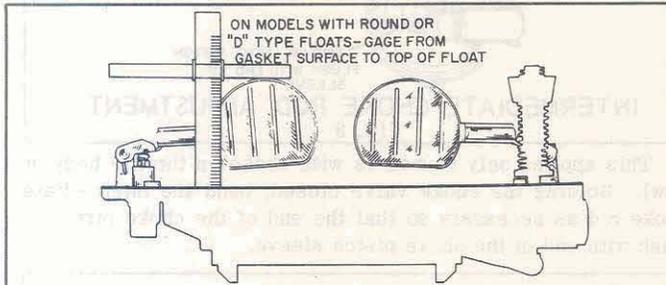
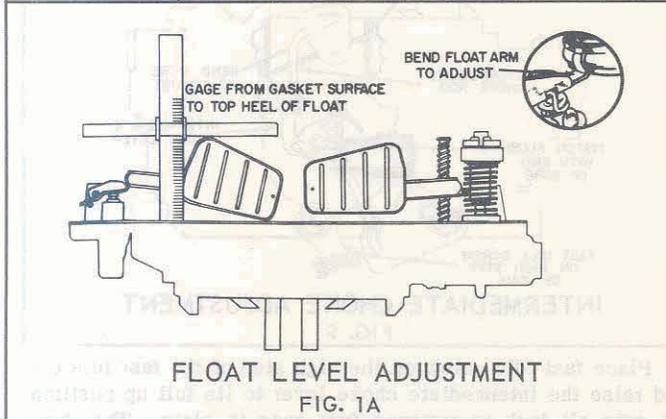


FIG. 1



FLOAT LEVEL ADJUSTMENT
FIG. 1A

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.

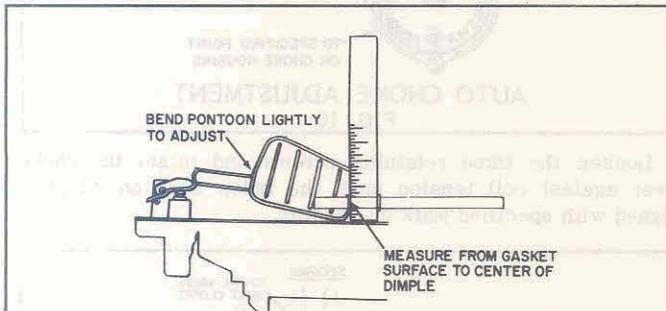
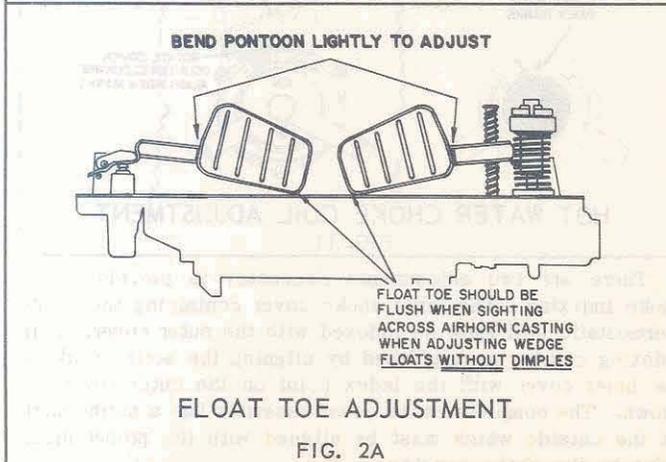
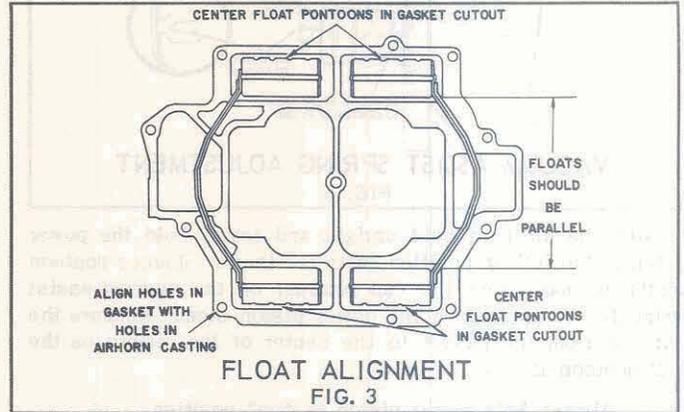


FIG. 2



FLOAT TOE ADJUSTMENT

FIG. 2A



FLOAT ALIGNMENT
FIG. 3

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.

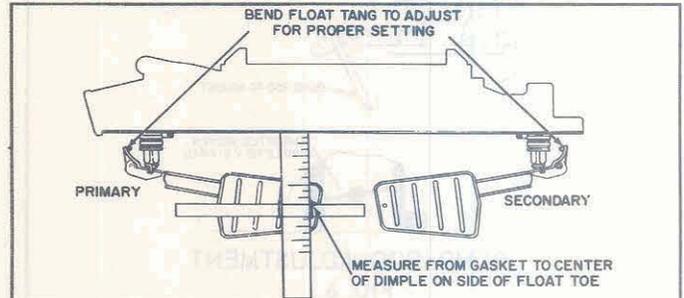
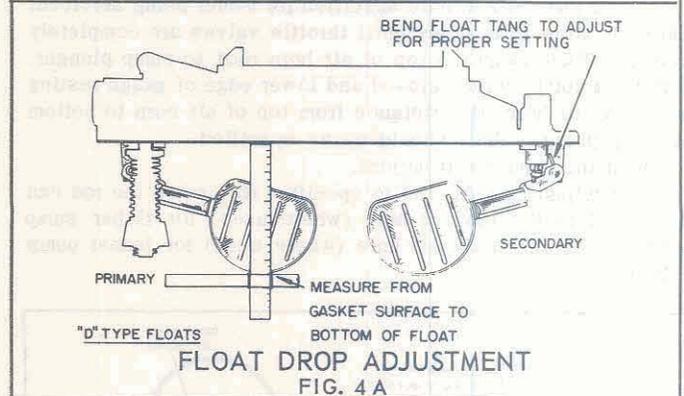


FIG. 4

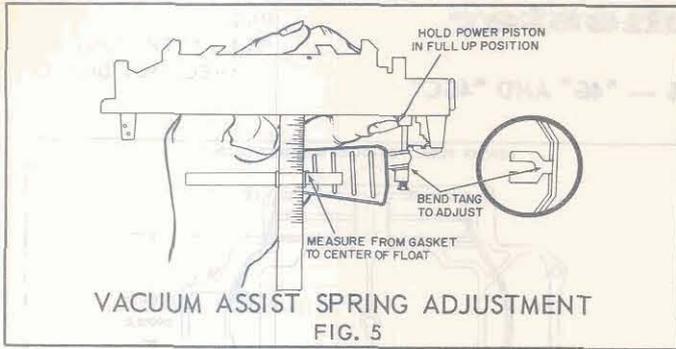


FLOAT DROP ADJUSTMENT
FIG. 4A

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.

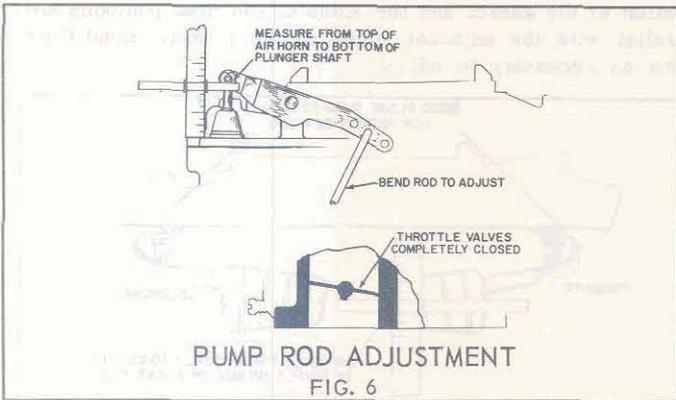
Note: Wedge type floats which do not have dimples in sides of floats should be adjusted so lower tip of the float toe is flush with air horn casting when sighting across air horn casting, as shown in illustration - 2A.



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.

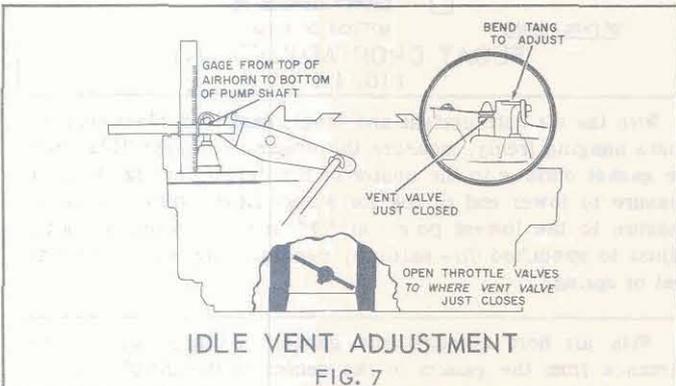
To adjust, bend tang at center of float arms.



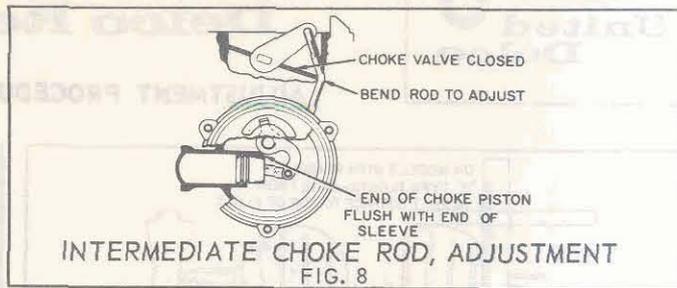
Install pump rod in hole specified for model being serviced. Back out slow idle screw until throttle valves are completely closed. Place gauge on top of air horn next to pump plunger. With the throttle valves closed and lower edge of gauge resting on top of air horn, the distance from top of air horn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

Bend the pump rod to adjust.

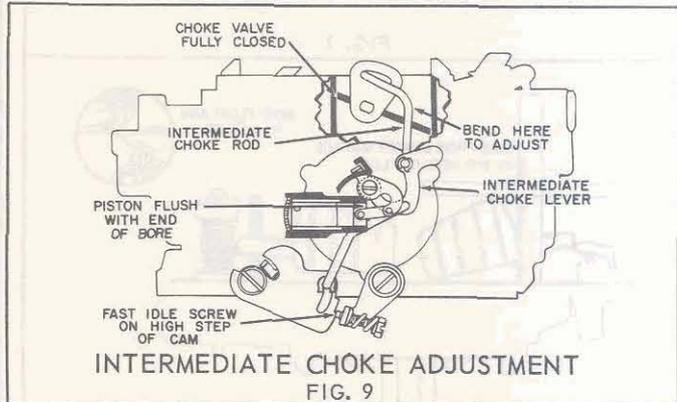
After adjusting pump rod to specified dimension the rod can be moved to the inboard hole (where used) for richer pump action or to the outboard hole (where used) for leaner pump action.



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.

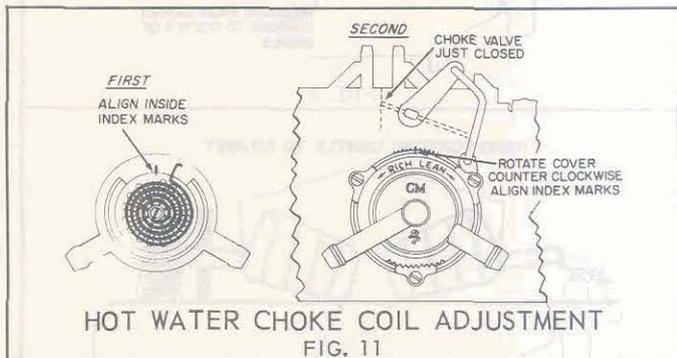


Place fast idle screw on the high step of the fast idle cam and raise the intermediate choke lever to its full up position. Be sure all lash is removed from rods in slots. The choke piston should be flush with the end of the choke piston bore.

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.