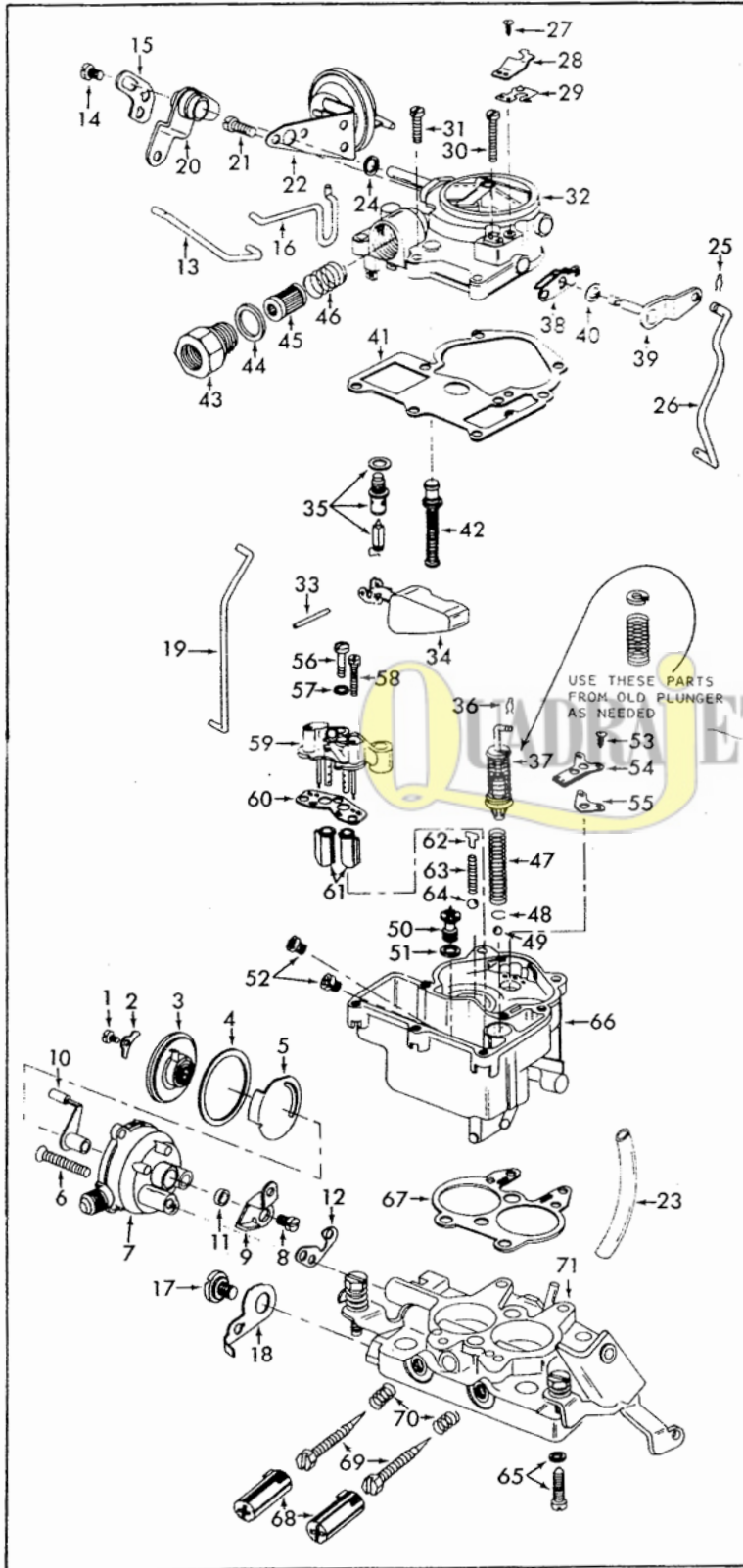


# INSTRUCTION SHEET

## ROCHESTER CARBURETOR—MODELS 2G-2GC-2GV

### GENERAL EXPLODED VIEW

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



### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. SOME UNITS WILL NOT HAVE AUTOMATIC CHOKE PARTS. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE PUMP (37) ON LATE MODELS TWIST UPSET END WITH SMALL PLIERS UNTIL IT BREAKS. SERVICE PUMP WILL HAVE A RETAINING CLIP. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (42).

### NOMENCLATURE

REF. NO.	REF. NO.
1. SIFTS (2) - CHOKE COVER RETAINER	39. PUMP LEVER SHAFT
2. RETAINER (2) - CHOKE COVER	40. WASHER - PLASTIC (S/M)
3. CHOKE COVER & SPRING ASSY.	41. GASKET - BOWL COVER
4. GASKET - CHOKE COVER	42. POWER PISTON ASSY.
5. PLATE - CHOKE BAFFLE	43. FITTING - FUEL INLET
6. SCREW (2) - CHOKE HOUSING	44. GASKET - FITTING
7. CHOKE HOUSING ASSY.	45. FILTER - FUEL
8. SCREW - LEVER	46. SPRING - FUEL FILTER
9. LEVER - INTERMEDIATE CHOKE	47. SPRING - PUMP RETURN
10. SHAFT ASSY. - INTERMEDIATE CHOKE	48. RETAINER - INTAKE CHECK BALL (S/M)
11. SEAL - INTERMEDIATE CHOKE SHAFT	49. BALL - PUMP INTAKE CHECK
12. GASKET - CHOKE HOUSING	50. POWER VALVE ASSY.
13. ROD - INTERMEDIATE CHOKE	51. GASKET - POWER VALVE
14. SCREW - LEVER	52. JETS (2) - MAIN
15. LEVER - CHOKE	53. SCREW (2) - IDLE COMPENSATOR VALVE
16. LINK - VACUUM BREAK	54. VALVE ASSY. - IDLE COMPENSATOR (S/M)
17. SCREW - FAST IDLE CAM	55. GASKET - IDLE COMPENSATOR VALVE
18. CAM - FAST IDLE	56. SCREW - VENTURI CLUSTER CENTER
19. ROD - CHOKE	57. GASKET - CENTER SCREW
20. LEVER ASSY. - CAM	58. SCREW & LOCKWASHER (2) - VENTURI CLUSTER
21. SCREW (2) - VACUUM BREAK	59. VENTURI CLUSTER ASSY.
22. VACUUM BREAK ASSY.	60. GASKET - VENTURI ASSY.
23. HOSE - VACUUM BREAK	61. INSERT - MAIN WELL (S/M)
24. SEAL - CHOKE SHAFT (S/M)	62. GUIDE - PUMP DISC. SPRING
25. RETAINER - PUMP ROD	63. SPRING - PUMP DISC. BALL
26. ROD - PUMP	64. BALL - PUMP DISC.
27. SCREW - VENT. VALVE	65. SCREW & LOCKWASHER - THROTTLE BODY
28. SHIELD - VENT. VALVE	66. BOWL ASSY.
29. VALVE - IDLE (S/M)	67. GASKET - THROTTLE BODY
30. SCREW (2) - SEAL COVER LONG	68. CAP (2) - IDLE LIMITER
31. SCREW (2) - SEAL COVER	69. NEEDLE (2) - IDLE ADJUSTING
32. BOWL COVER ASSY.	70. SPRING (2) - IDLE ADJ. NEEDLE
33. PIN - FLOAT HINGE	71. THROTTLE BODY ASSY.
34. FLOAT & LEVER ASSY.	
35. NEEDLE, SEAT & GASKET ASSY.	
36. RETAINER - PUMP (S/M)	
37. PUMP ASSY.	
38. LEVER - INNER PUMP	

(S/M) = SOME MODELS

### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK FLOAT SOLENOIDS, DIAPHRAGM UNITS, PLASTIC WASHER (40) WHEN USED OR RUBBER PARTS IN CLEANING SOLVENTS. DO NOT SAND, WIRE BRUSH, OR FILE ON TEFLON COATED SHAFTS.

### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

### SPECIAL INSTRUCTIONS

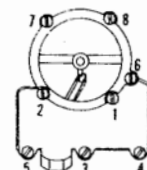
IDLE ADJUSTING NEEDLES (69) - TURN EACH NEEDLE IN LIGHTLY UNTIL SEATED THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.)

POWER PISTON INSTALLATION (42) - LIGHTLY STAKE CASTING AROUND WASHER.

PUMP (37) - INSTALL SPRING & RETAINER FROM OLD PUMP IF NEEDED.

NEEDLE & SEAT GASKET SELECTION (35) - WHEN TWO NEEDLE SEAT GASKETS ARE SUPPLIED, USE THIN GASKET FIRST, IF FLOAT MEASUREMENT IS EXTREMELY LOW, THEN REPLACE WITH THICKER GASKET.

DUST SEALS (24)(31) - INSTALL SEAL WITH LIP FACING OUT.



AIR HORN TIGHTENING SEQUENCE

VACUUM BREAK ASSY. - WHERE TWO ARE USED AS (BUICK) ADJ. PRIMARY FIRST THEN SECONDARY FOLLOWING PROCEDURE IN FIG. 5 & 6

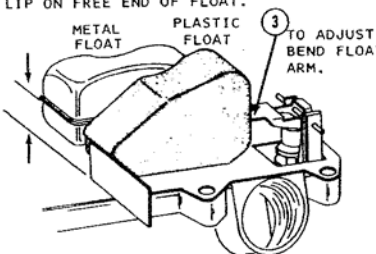
# ADJUSTMENTS

## SEE DATA TABLE FOR MEASUREMENTS

1 BOWL GASKET IN PLACE, INVERT BOWL COVER.

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

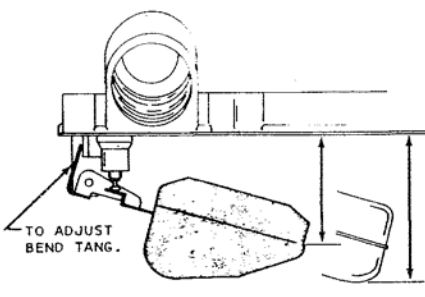
2 PLASTIC FLOAT MEASURE DISTANCE FROM GASKET TO LIP ON FREE END OF FLOAT.



3 TO ADJUST BEND FLOAT ARM.

2A METAL FLOAT MEASURE DISTANCE FROM GASKET TO SHARP EDGE OF FLOAT SEAM AT FREE END OF FLOAT.

DRY FLOAT LEVEL ADJUSTMENT FIG. 1

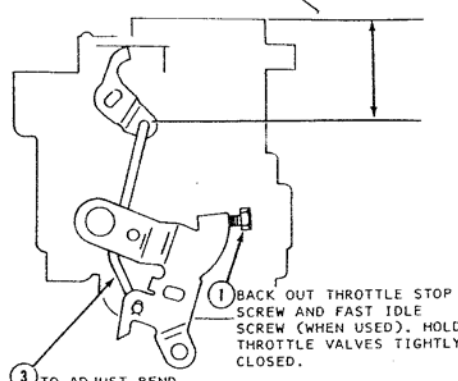


TO ADJUST BEND TANG.

WITH FLOAT HANGING FREELY, MEASURE FROM GASKET SURFACE TO LIP OF PLASTIC FLOAT OR BOTTOM OF METAL FLOAT.

FLOAT DROP ADJUSTMENT FIG. 2

2 MEASURE DISTANCE FROM TOP OF AIR HORN TO TOP OF PUMP ROD.

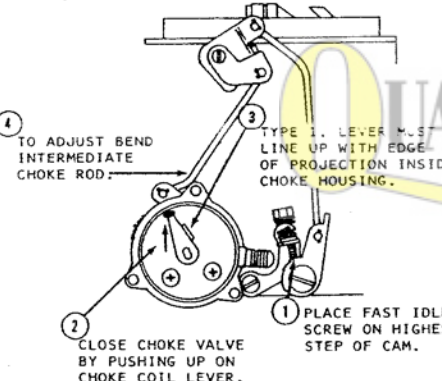


1 BACK OUT THROTTLE STOP SCREW AND FAST IDLE SCREW (WHEN USED). HOLD THROTTLE VALVES TIGHTLY CLOSED.

3 TO ADJUST BEND PUMP ROD.

PUMP ROD ADJUSTMENT FIG. 3

3A TYPE 2. LEVER MUST CONTACT .120" GAUGE INSERTED IN HOLE OF CHOKE HOUSING.



4 TO ADJUST BEND INTERMEDIATE CHOKE ROD.

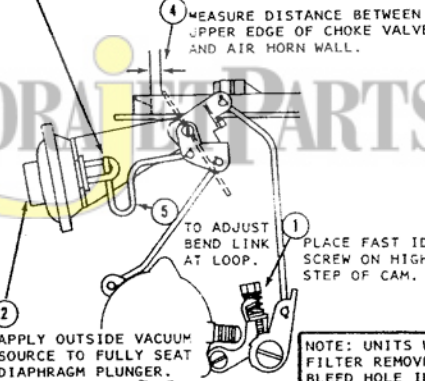
1 PLACE FAST IDLE SCREW ON HIGHEST STEP OF CAM.

2 CLOSE CHOKE VALVE BY PUSHING UP ON CHOKE COIL LEVER.

INTERMEDIATE CHOKE ROD ADJUSTMENT FIG. 4

3 CHOKE VALVE HELD TOWARD CLOSED POSITION LINK IN END OF SLOTTED CHOKE SHAFT ARM OR PLUNGER STEM.

4 MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



2 APPLY OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM PLUNGER.

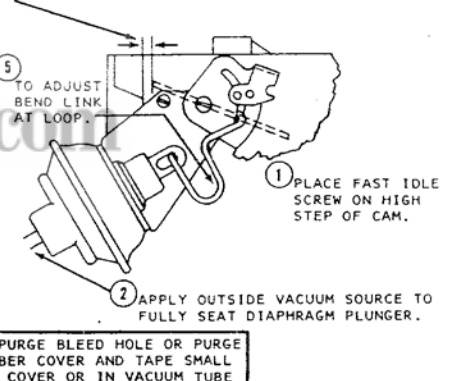
1 PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.

5 TO ADJUST BEND LINK AT LOOP.

VACUUM BREAK ADJUSTMENT (SOLID PLUNGER STEM) FIG. 5

3 PUSH CHOKE VALVE TOWARDS THE CLOSED POSITION UNTIL THE SPRING LOADED PLUNGER STEM IS FULLY EXTENDED. (BE CAREFUL NOT TO PULL DIAPHRAGM OFF ITS SEAT.)

4 MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



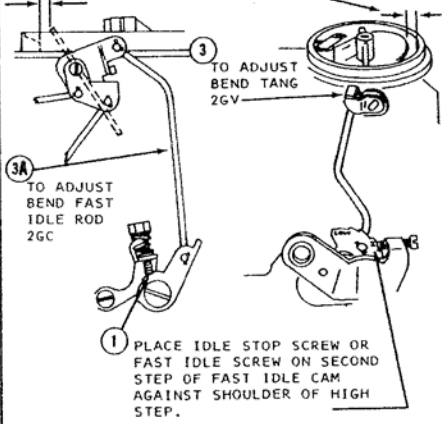
1 PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.

2 APPLY OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM PLUNGER.

5 TO ADJUST BEND LINK AT LOOP.

VACUUM BREAK ADJUSTMENT (SPRING LOADED PLUNGER STEM) FIG. 6

2 HOLD CHOKE VALVE TOWARD THE CLOSED POSITION. THEN MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



3 TO ADJUST BEND TANG 2GV.

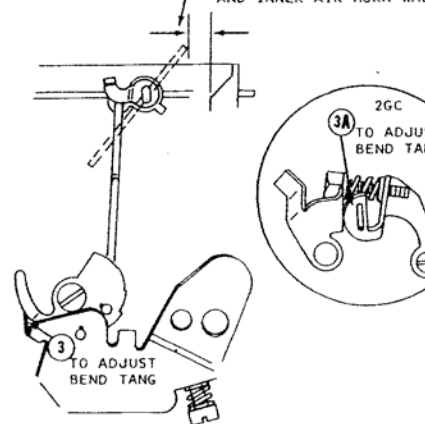
3A TO ADJUST BEND FAST IDLE ROD 2GC.

1 PLACE IDLE STOP SCREW OR FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP.

(FAST IDLE CAM) CHOKE ROD ADJUSTMENT FIG. 7

1 THROTTLE HELD IN WIDE OPEN POSITION.

2 HOLD CHOKE VALVE TOWARD CLOSED POSITION, THEN MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND INNER AIR HORN WALL.

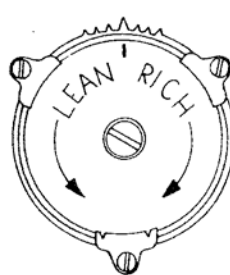


3 TO ADJUST BEND TANG.

2GC TO ADJUST BEND TANG.

CHOKE UNLOADER ADJUSTMENT FIG. 8

ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.



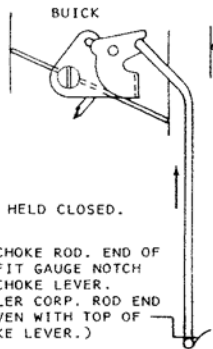
AUTOMATIC CHOKE ADJUSTMENT FIG. 9

# ADJUSTMENTS

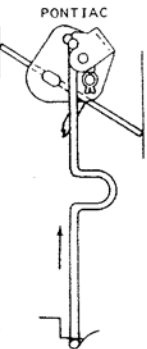
## SEE DATA TABLE FOR MEASUREMENTS

③ TO ADJUST BEND ROD AT EXISTING BEND.

BUICK



PONTIAC



① CHOKE VALVE HELD CLOSED.

② PULL UP ON CHOKE ROD. END OF ROD SHOULD FIT GAUGE NOTCH ON SIDE OF CHOKE LEVER. (1971 CHRYSLER CORP. ROD END SHOULD BE EVEN WITH TOP OF HOLE IN CHOKE LEVER.)

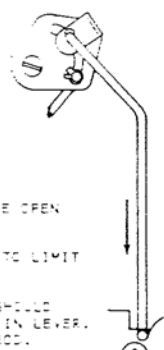
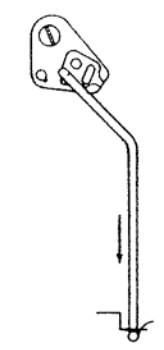
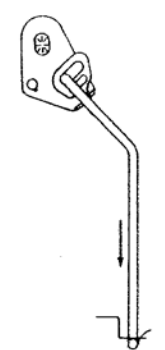
BUICK-JEEP-PONTIAC (CHRYSLER CORP.)

1970 TOP OF ROD SHOULD BE EVEN WITH BOTTOM OF HOLE.

1971 1/4 MODELS TOP OF ROD SHOULD BE EVEN WITH CENTER OF HOLE.

1971 1/2 MODELS TOP OF ROD SHOULD FIT NOTCH IN LEVER.

1972 & LATER ROD SHOULD FIT IN BOTTOM OF SLOT IN LEVER.

① CHOKE VALVE HELD IN WIDE OPEN POSITION

② PUSH DOWN ON CHOKE ROD TO LIMIT TRAVEL.

NOTE: VEGA-TOP EDGE OF PIN SHOULD BE EVEN WITH BOTTOM OF HOLE IN LEVER. TO ADJUST ROTATE SWIVEL ON ROD.

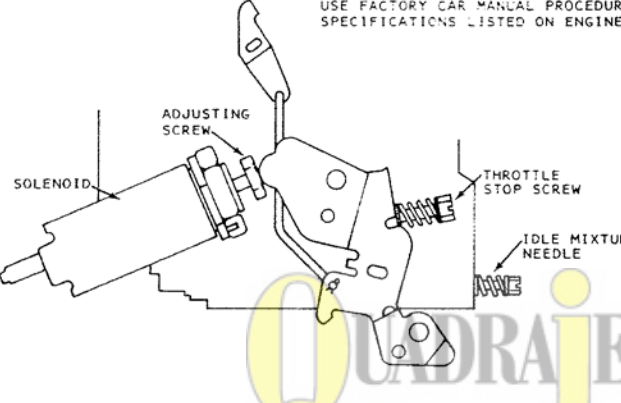
ON CAR  
CHOKE COIL ROD ADJUSTMENTS

③ TO ADJUST BEND ROD AT EXISTING BEND.

ALL MODELS OF CHEV., CHEV. & GMC TRK.

FIG. 10

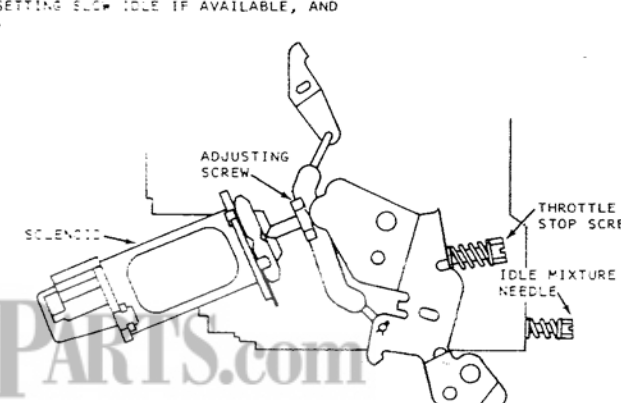
USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.



SUPPLEMENT

**SLOW IDLE ADJUSTMENT WITH IDLE STOP SOLENOID**

- SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
- ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
  - DISCONNECT DISTRIBUTOR VACUUM HOSE AND PLUG.
  - DISCONNECT FUEL TANK HOSE FROM VAPOR CANISTER
  - AUTOMATIC TRANSMISSION IN DRIVE, (WHEELS BLOCKED) A/C OFF.
- CHECK ENGINE COMPARTMENT DECAL FOR SPECIFICATIONS USING A TACHOMETER ADJUST IDLE SPEED R.P.M.
- ADJUST IDLE R.P.M. BY TURNING ADJUSTING SCREW OF IDLE SOLENOID. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID IS ENERGIZED.)
- AIR CLEANER INSTALLED.
- ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. READJUST IDLE SPEED IF NECESSARY.
- TRANSMISSION IN NEUTRAL, DISCONNECT ELECTRICAL CONNECTION OF SOLENOID. THEN ADJUST SLOW IDLE R.P.M. WITH THROTTLE STOP SCREW. RECONNECT ALL CONNECTIONS.
- INSTALL IDLE LIMITER CAPS. ON SOME MODELS CAP FITS ON ONLY ONE WAY. LOCKS IDLE NEEDLE WHEN INSTALLED. ON OTHER MODELS PLACE CAP ON IDLE NEEDLE HEAD WITH TAB IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP. SEAT THE LIMITER CAP ON THE MIXTURE NEEDLE HEAD BY PRESSING FIRMLY ON THE CAP.



SUPPLEMENT

**SLOW IDLE ADJUSTMENT WITH IDLE COMBINED EMISSION CONTROL VALVE.**

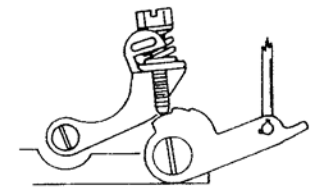
- SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
- ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
  - DISCONNECT DISTRIBUTOR VACUUM HOSE AND PLUG.
  - DISCONNECT FUEL TANK HOSE FROM VAPOR CANISTER.
  - AUTOMATIC TRANSMISSION IN DRIVE. (WHEELS BLOCKED.)
  - AIR CONDITION OFF.
- CHECK ENGINE COMPARTMENT DECAL FOR SPECIFICATIONS ADJUST THROTTLE STOP SCREW TO THE PROPER R.P.M. USING A TACHOMETER.
- ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. READJUST IDLE SPEED IF NECESSARY.
- MANUALLY PULL OUT PLUNGER STEM TO THE LIMIT OF ITS TRAVEL THEN ADJUST PLUNGER LENGTH TO OBTAIN SPECIFIED ENGINE R.P.M.
  - A/T 650 IN DRIVE
  - S/T 900 IN NEUTRAL
- INSTALL IDLE LIMITER CAPS.

SLOW IDLE ADJUSTMENT

FIG. 11

① SLOW IDLE ADJUSTMENT COMPLETED.

② OLDSMOBILE PLACE FAST IDLE SCREW ON LOW STEP OF FAST IDLE CAM AND ADJUST TO 1000 R.P.M. S/T IN NEUTRAL A/T IN PARK



③ CHRYSLER CORP. PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AND ADJUST TO 1800 R.P.M.

FAST IDLE ADJUSTMENT

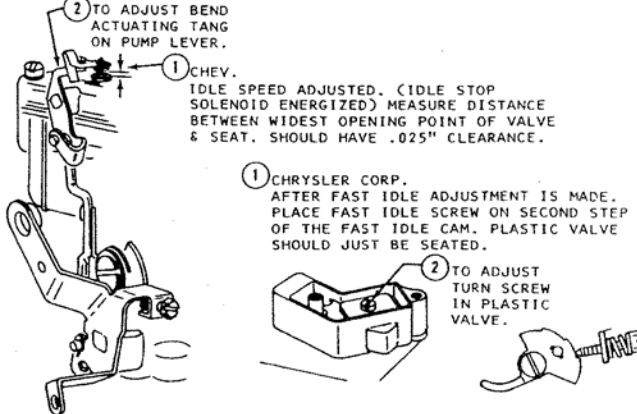
FIG. 12

② TO ADJUST BEND ACTUATING TANG ON PUMP LEVER.

① CHEV. IDLE SPEED ADJUSTED. (IDLE STOP SOLENOID ENERGIZED) MEASURE DISTANCE BETWEEN WIDEST OPENING POINT OF VALVE & SEAT. SHOULD HAVE .025" CLEARANCE.

① CHRYSLER CORP. AFTER FAST IDLE ADJUSTMENT IS MADE. PLACE FAST IDLE SCREW ON SECOND STEP OF THE FAST IDLE CAM. PLASTIC VALVE SHOULD JUST BE SEATED.

② TO ADJUST TURN SCREW IN PLASTIC VALVE.



IDLE VENT ADJUSTMENT

FIG. 13

# ADJUSTMENT DATA TABLE ROCHESTER CARBURETOR MODELS 2G, 2GC, 2GV

USE WITH 50-494-1

Year	Make		Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1		
<b>ACADIAN</b>													
1970	307" Eng.		A/T	2	27/32"	13/4"	13/8"	7/64"	1/16"	7/32"	1 ROD DIA	600/450	
			M/T	2	27/32"	13/4"	13/8"	7/64"	1/16"	5/32"	1 ROD DIA	700	
	350" Eng.		A/T	2	23/32"	13/8"	117/32"	13/64"	3/32"	21/64"	1 ROD DIA	600/450	
			M/T	2	23/32"	13/8"	117/32"	7/32"	3/32"	9/32"	1 ROD DIA	750/450	
<b>BUICK</b>													
1969	350" Eng.		A/T	2	15/32"	17/32"	113/32"	5/32" P 9/64" S	5/64"	3/16"	GAUGE NOTCH	600DR	
			M/T	2	15/32"	17/32"	115/32"	3/16"	7/64"	13/64"	GAUGE NOTCH	700	
1971	350" Eng.		A/T	2	15/32"	17/32"	115/32"	5/32" P 9/64" S	5/64"	3/16"	GAUGE NOTCH	600DR	
			M/T	2	15/32"	17/32"	115/32"	9/64" S	5/64"	13/64"	GAUGE NOTCH	800N	
1972	350" Eng.		All/T	2	15/32"	19/32"	115/32"	5/32" P 9/64" S	5/64"	3/16"	GAUGE NOTCH	A/T 650/500 M/T 800/600	
1973-74	350" Eng.		A/T	2	15/32"	19/32"	115/32"	9/64" P 1/8" S	5/64"	3/16"	GAUGE NOTCH	NOTE 2	
			M/T	2	15/32"	19/32"	115/32"	5/32" P 1/8" S	5/64"	13/64"	GAUGE NOTCH	NOTE 2	
	455" Eng.		A/T	2	15/32"	19/32"	115/32"	5/32" P 1/8" S	5/64"	3/16"	GAUGE NOTCH	NOTE 2	
1977	305" Eng.		A/T	2	19/32"	19/32"	121/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2	
1978	305" Eng.		Altitude	A/T	2	19/32"	19/32"	117/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
			Calif.	A/T	2	21/32"	19/32"	15/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
			Canada	A/T	2	19/32"	19/32"	121/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
			Federal	A/T	2	19/32"	19/32"	121/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
<b>CHECKER MOTORS</b>													
1969	327" Eng. 350" Eng.	w/Vac Gov	All/T	2	3/4"	13/4"	113/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T	
				2	3/4"	13/4"	17/16"	---	---	---	---	---	NOTE 2
1970	350" Eng.		A/T	2	25/32"	111/32"	117/32"	13/64"	5/64"	21/64"	1 ROD DIA	NOTE 2	
			Calif.	A/T	2	25/32"	111/32"	117/32"	7/32"	5/64"	21/64"	1 ROD DIA	NOTE 2
			Auto/Choke	2	23/32"	13/8"	117/32"	13/64"	3/32"	21/64"	1 ROD DIA	NOTE 2	
			Hand/Choke	2	27/32"	13/8"	117/32"	---	---	---	---	---	NOTE 2
1971	350" Eng. Aero Bus	Hand/Choke	A/T	2	25/32"	15/8"	117/32"	11/64"	3/32"	21/64"	NOTE 3	550DR	
				2	25/32"	13/8"	117/32"	---	---	---	---	---	NOTE 2
1972	350" Eng.		A/T	2	23/32"	19/32"	11/2"	11/64"	3/32"	21/64"	NOTE 3	600/450	
1973	350" Eng.		A/T	2	19/32"	19/32"	17/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2	
1974	350" Eng.		A/T	2	19/32"	19/32"	19/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2	
1975	350" Eng.		A/T	2	11/16"	31/32"	15/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2	
1976	350" Eng.		A/T	2	11/16"	17/32"	111/16"	1/8"	17/64"	21/64"	1-RICH	NOTE 2	
1977-78	350" Eng.		A/T	2	19/32"	19/32"	121/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2	
<b>CHEVROLET</b>													
1969	307" Eng. 350" Eng.		All/T	2	27/32"	13/4"	11/8"	7/64"	1/16"	7/32"	1 ROD DIA	700 M/T 600DR A/T	
				2	3/4"	13/4"	113/32"	13/64"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T	
	327", 396" Eng.	w/AC	All/T	2	3/4"	13/4"	113/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T	
				2	5/8"	13/4"	113/32"	7/32"	3/32"	9/32"	1 ROD DIA	700 M/T 600DR A/T	
1970	307" Eng.		A/T	2	27/32"	13/4"	13/8"	7/64"	1/16"	7/32"	1 ROD DIA	600/450	
			M/T	2	27/32"	13/4"	13/8"	1/8"	1/16"	5/32"	1 ROD DIA	700	
			A/T	2	27/32"	13/4"	15/16"	7/64"	1/16"	7/32"	1 ROD DIA	600/450	
			M/T	2	27/32"	13/4"	15/16"	1/8"	1/16"	5/32"	1 ROD DIA	700	
	350" Eng.		A/T	2	23/32"	13/8"	117/32"	13/64"	3/32"	21/64"	1 ROD DIA	NOTE 2	
			M/T	2	23/32"	13/8"	117/32"	7/32"	3/32"	9/32"	1 ROD DIA	NOTE 2	
			Carb #704126, 128, 134, 136	A/T	2	25/32"	111/32"	117/32"	13/64"	5/64"	21/64"	1 ROD DIA	NOTE 2
			Carb #704426, 428, 434, 436 Calif.	A/T	2	25/32"	111/32"	117/32"	7/32"	5/64"	21/64"	1 ROD DIA	NOTE 2
400" Eng.		All/T	2	23/32"	13/8"	117/32"	7/32"	3/32"	21/64"	1 ROD DIA	NOTE 2		
1971	140" Eng. Vega 2300		All/T	2	9/16"	13/4"	13/8"	9/64"	5/64"	3/16"	NOTE 3	500 A/T 700 M/T	
				2	27/32"	13/4"	113/32"	5/64"	3/64"	13/16"	NOTE 3	550DR	
	307" Eng.		M/T	2	27/32"	13/4"	113/32"	7/64"	5/64"	13/16"	NOTE 3	600N	
			A/T	2	25/32"	15/8"	117/32"	11/64"	3/32"	21/64"	NOTE 3	550DR	
	350" Eng.		M/T	2	23/32"	13/8"	117/32"	3/16"	3/32"	21/64"	NOTE 3	600N	
			A/T	2	23/32"	13/8"	117/32"	11/64"	3/32"	21/64"	NOTE 3	550DR	
1972	140" Eng. Vega		A/T	2	19/32"	17/8"	11/16"	3/32"	1/16"	7/32"	NOTE 3	NOTE 2	
			M/T	2	19/32"	17/8"	11/16"	7/64"	5/64"	7/32"	NOTE 3	NOTE 2	
	307" Eng.		A/T	2	25/32"	131/32"	15/16"	5/64"	3/64"	7/32"	NOTE 3	600/450	
			M/T	2	25/32"	131/32"	15/16"	7/64"	5/64"	7/32"	NOTE 3	900/450	
350", 400" Eng.		All/T	2	23/32"	19/32"	11/2"	3/16"	3/32"	21/64"	NOTE 3	A/T 600/450 M/T 900/450		

Year	Make	Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1		
<b>CHEVROLET (Cont'd)</b>												
1973	307" Eng.	All/T	2	13/16"	19/32"	19/32"	5/64"	5/32"	7/32"	NOTE 3	NOTE 2	
	350" Eng.	M/T	2	19/32"	19/32"	1 1/2"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2	
	350", 400" Eng.	A/T	2	19/32"	19/32"	1 7/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2	
1974	350" Eng.	M/T	2	19/32"	19/32"	1 21/32"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2	
	350", 400" Eng.	A/T	2	19/32"	19/32"	1 9/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2	
	350", 400" Eng. Station Wagon	A/T	2	19/32"	19/32"	1 7/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2	
1975	262" Eng.	All/T	2	19/32"	1 7/32"	1 19/32"	1/8"	3/8"	23/64"	INDEX	NOTE 2	
	350" Eng. Carb #7045408	All/T	2	11/16"	31/32"	1 5/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2	
1976	262" Eng. Monza		2	17/32"	19/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2	
	Carb #17056101, 102, 103, 402		2	11/16"	19/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2	
	Carb #17056121, 122, 132		2	11/16"	19/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2	
	305" Eng.	A/T	2	9/16"	1 5/32"	1 21/32"	9/64"	17/64"	21/64"	INDEX	NOTE 2	
	305" Eng. Monza	M/T	2	9/16"	1 5/32"	1 11/16"	1/8"	17/64"	21/64"	INDEX	NOTE 2	
	350" Eng. Carb #17056114	A/T	2	17/32"	19/32"	1 21/32"	9/64"	17/64"	21/64"	INDEX	NOTE 2	
1976-77	305" Eng.	Canada, w/o Conv.	A/T	2	11/16"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
1977	305" Eng.	Calif.	A/T	2	21/32"	19/32"	1 5/8"	5/32"	17/64"	21/64"	1-LEAN	NOTE 2
		Federal	A/T	2	19/32"	19/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	19/32"	19/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2	
	305" Eng. Monza	Alt.	A/T	2	7/16"	19/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	19/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.	Federal	M/T	2	7/16"	19/32"	1 21/32"	5/32"	17/64"	21/64"	1-LEAN	NOTE 2
		Altitude	A/T	2	19/32"	19/32"	1 17/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Calif.	A/T	2	21/32"	19/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
		Canada	A/T	2	19/32"	19/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
	305" Eng. Monza	Federal	A/T	2	19/32"	19/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	19/32"	19/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2	
		Altitude	A/T	2	15/32"	19/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	19/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
	305" Eng.	Federal	A/T	2	15/32"	19/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		M/T	2	15/32"	19/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2	
	<b>CHEVROLET/GMC TRUCK</b>											
	1969	307" Eng.	All/T	2	27/32"	1 3/4"	1 1/8"	---	---	---	---	NOTE 2
350" Eng.			2	3/4"	1 3/4"	1 7/16"	---	---	---	---	NOTE 2	
1970	307" Eng.	Calif.	All/T	2	21/32"	1 3/8"	1 3/8"	9/64"	7/64"	21/64"	1 ROD DIA	NOTE 2
		All/T	2	21/32"	1 3/8"	1 5/16"	9/64"	7/64"	21/64"	1 ROD DIA	NOTE 2	
	307" Eng. 350" Eng.	All/T	2	27/32"	1 3/4"	1 3/8"	1/8"	3/32"	7/32"	---	1 ROD DIA	NOTE 2
		All/T	2	23/32"	1 3/8"	1 7/32"	---	---	---	---	---	NOTE 2
1970-71	307" Eng. Carb #7040400, 408	All/T	2	21/32"	1 3/8"	1 5/16"	9/64"	1/16"	7/32"	1 ROD DIA	NOTE 2	
1971	307" Eng.	A/T	2	21/32"	1 3/8"	1 3/8"	5/64"	3/64"	7/32"	NOTE 3	NOTE 2	
		M/T	2	21/32"	1 3/8"	1 3/8"	7/64"	5/64"	7/32"	NOTE 3	NOTE 2	
	307" 350" Eng.	A/T	2	25/32"	1 1/8"	1 17/32"	13/64"	5/64"	21/64"	NOTE 3	NOTE 2	
		M/T	2	25/32"	1 1/8"	1 17/32"	7/32"	5/64"	9/32"	NOTE 3	NOTE 2	
1972	307" Eng. 350" Eng.	w/Vac Gov	A/T	2	21/32"	19/32"	1 5/16"	5/64"	3/64"	13/64"	NOTE 3	NOTE 2
		M/T	2	21/32"	19/32"	1 5/16"	7/64"	5/64"	13/64"	NOTE 3	NOTE 2	
1973	307" Eng. 307" Eng. 350" Eng.	w/Vac Gov	A/T	2	23/32"	19/32"	1 1/2"	---	---	---	---	NOTE 2
		All/T	2	13/16"	19/32"	19/32"	5/64"	5/32"	7/32"	NOTE 3	NOTE 2	
		All/T	2	25/32"	19/32"	1 7/16"	11/64"	1/4"	23/64"	NOTE 3	NOTE 2	
1974	350" Eng.	Auto/Choke	A/T	2	19/32"	19/32"	19/16"	1/8"	1/4"	21/64"	NOTE 3	NOTE 2
		M/T	2	19/32"	19/32"	1 21/32"	9/64"	13/64"	1/4"	NOTE 3	NOTE 2	
1974-85	350" Eng.	Hand/Choke, Fed.		2	11/16"	19/32"	19/16"	---	---	---	---	NOTE 2
		w/Vac Gov, Calif.		2	11/16"	19/32"	1 7/16"	---	---	---	---	NOTE 2
		w/Vac Gov, Fed.		2	11/16"	19/32"	1 7/16"	---	---	---	---	NOTE 2
1975	350" Eng.	All/T	2	11/16"	1 1/4"	1 5/8"	1/8"	13/32"	23/64"	INDEX	NOTE 2	
1976	305" Eng. 350" Eng.	Canada	A/T	2	11/16"	19/32"	1 21/32"	1/8"	17/64"	21/64"	INDEX	NOTE 2
		Auto/Choke	A/T	2	11/16"	19/32"	1 11/16"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		M/T	2	11/16"	19/32"	1 11/16"	1/8"	17/64"	21/64"	INDEX	NOTE 2	
1976-77	305" Eng.	2GV	All/T	2	9/16"	19/32"	1 21/32"	3/16"	17/64"	21/64"	NOTE 3	NOTE 2
1976-78	350" Eng.	Hand/Choke, Calif.		2	11/16"	19/32"	19/16"	---	---	---	---	NOTE 2
				2	11/16"	19/32"	19/16"	---	---	---	---	NOTE 2
1977	305" Eng.		A/T	2	19/32"	19/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	19/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.		A/T	2	19/32"	19/32"	1 17/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	19/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		2GV	All/T	2	19/32"	19/32"	1 21/32"	3/16"	17/64"	21/64"	INDEX	NOTE 2
1979	350" Eng.	Hand/Choke	All/T	2	11/16"	19/32"	1 7/16"	---	---	---	---	NOTE 2
		w/Vac Gov	All/T	2	17/32"	19/32"	1 15/32"	---	---	---	---	NOTE 2

Year	Make	Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1
<b>CHEVROLET/GMC TRUCK (Cont'd)</b>										
1979-84	350" Eng.	All/T	2	5/8"	1 9/32"	1 21/32"	---	---	---	---
1980-82	350" Eng. w/Vac Gov	All/T	2	5/8"	1 9/32"	1 15/32"	---	---	---	---
1980-84	350" Eng. Carb #17080129, 17082129	All/T	2	5/8"	1 9/32"	1 21/32"	9/64"	1/4"	1/4"	---
1985	350" Eng. Carb #17080126	All/T	2	5/8"	1 9/32"	1 15/32"	---	---	---	---
1985-87	350" Eng. Carb #17084433, 17085126, 465	All/T	2	5/8"	1 9/32"	1 21/32"	---	---	---	---
1986-87	350" Eng. Carb #17085464, 17086059	All/T	2	5/8"	1 9/32"	1 15/32"	---	---	---	---
1988-90	350" Eng. Carb #7044133 Carb #17058120		2 2	11/16" 11/16"	1 9/32" 1 9/32"	1 9/16" 1 7/16"	---	---	---	---
<b>DODGE/DODGE TRUCK</b>										
1971	318" Eng.	A/T	2	21/32"	1 3/8"	1 11/32"	3/32"	3/64"	9/64"	GAUGE NOTCH 700N
<b>KAISER-JEEP</b>										
1970	350" Eng.		1	1 3/16"	1 3/4"	1 13/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
1971	225" Eng.	A/T	1*	1 5/32"	1 7/8"	1 11/16"	---	1/16"	9/64"	INDEX
	350" Eng.	M/T	1*	1 5/32"	1 7/8"	1 11/16"	---	---	---	INDEX
		All/T	1	1 3/16"	1 13/16"	1 3/8"	5/32"	5/64"	3/16"	GAUGE NOTCH
<b>OLDSMOBILE</b>										
1969	350", 400", 455" Eng.	All/T	2	9/16"	1 3/8"	1 7/16"	3/16"	9/64"	11/64"	INDEX
1970	350", 455" Eng.	A/T	2	9/16"	1 3/8"	1 11/32"	5/32"	9/64"	11/64"	INDEX
		M/T	2	9/16"	1 3/8"	1 11/32"	5/32"	9/64"	11/64"	INDEX
1971	350", 455" Eng.	A/T	2	17/32"	1 3/8"	1 11/32"	7/32"	9/64"	11/64"	INDEX
		M/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	INDEX
1972	350" Eng.	A/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	INDEX
		M/T	2	17/32"	1 3/8"	1 11/32"	13/64"	9/64"	11/64"	INDEX
1973	350" Eng.	All/T	2	15/32"	1 9/32"	1 11/32"	13/64"	5/32"	1/4"	INDEX
1977	305" Eng. Federal	A/T	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX
		M/T	2	19/32"	1 9/32"	1 5/8"	5/32"	17/64"	21/64"	INDEX
1978	305" Eng.	Altitude	2	19/32"	1 9/32"	1 17/32"	1/8"	17/64"	21/64"	1-RICH
		Calif.	2	21/32"	1 9/32"	1 5/8"	11/64"	17/64"	21/64"	1-LEAN
		Canada	2	19/32"	1 9/32"	1 21/32"	1/8"	17/64"	21/64"	1-RICH
		Federal	2	19/32"	1 9/32"	1 21/32"	5/32"	17/64"	21/64"	INDEX
			2	19/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX
	305" Eng. Omega	Calif.	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	1/2-LEAN
	305" Eng. Starfire	Altitude	2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX
		Calif.	2	1/2"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX
		Federal	2	15/32"	1 9/32"	1 21/32"	11/64"	17/64"	21/64"	INDEX
			2	15/32"	1 9/32"	1 17/32"	11/64"	17/64"	21/64"	INDEX
<b>PLYMOUTH</b>										
1971	318" Eng.	A/T	2	21/32"	1 3/8"	1 11/32"	3/32"	3/64"	9/64"	GAUGE NOTCH
	318" Eng. Valiant	A/T	2	21/32"	1 3/8"	1 11/32"	3/64"	3/64"	9/64"	GAUGE NOTCH
<b>PONTIAC</b>										
1969	350" Eng. Firebird, Tempest	All/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
	400" Eng. Firebird, Tempest	A/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
		M/T	2	9/16"	1 3/4"	1 11/32"	11/64"	3/32"	3/16"	GAUGE NOTCH
1970	350" Eng. Firebird, Tempest	All/T	2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
		Calif.	2	9/16"	1 3/4"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
		Canada	2	23/32"	1 3/8"	1 17/32"	13/64"	3/32"	21/64"	1 ROD DIA
			2	9/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
	400" Eng. 250/260 Series, Tempest	A/T	2	11/16"	1 3/4"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
		M/T	2	11/16"	1 3/4"	1 11/32"	11/64"	3/32"	3/16"	GAUGE NOTCH
	400" Eng. 750/760 Series	M/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	9/32"	1 ROD DIA
		All/T	2	23/32"	1 3/8"	1 17/32"	7/32"	3/32"	21/64"	1 ROD DIA
1971	350" Eng. Firebird, Tempest	A/T	2	9/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
		M/T	2	9/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
	400" Eng. Firebird, Tempest	A/T	2	11/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
	400", 455" Eng.	A/T	2	11/16"	1 3/8"	1 11/32"	5/32"	5/64"	3/16"	GAUGE NOTCH
1972	307" Eng. Ventura	A/T	2	25/32"	1 31/32"	1 5/16"	5/64"	3/64"	7/32"	NOTE 3
		M/T	2	25/32"	1 31/32"	1 5/16"	3/32"	5/64"	7/32"	NOTE 3
	350" Eng.	A/T	2	21/32"	1 3/8"	1 5/16"	1/8"	3/32"	13/64"	GAUGE NOTCH
	350" Eng. Firebird, Tempest, Ventura	A/T	2	11/16"	1 9/32"	1 11/32"	1/8"	3/32"	3/16"	GAUGE NOTCH
	400" Eng. Firebird, Tempest	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
	400", 455" Eng.	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH
	455" Eng. Calif.	A/T	2	21/32"	1 3/8"	1 5/16"	5/32"	3/32"	3/16"	GAUGE NOTCH
	455" Eng. Firebird, Tempest	A/T	2	21/32"	1 3/8"	1 5/16"	5/32"	3/32"	3/16"	GAUGE NOTCH
	Carb #7042065	A/T	2	21/32"	1 3/8"	1 5/16"	11/64"	3/32"	3/16"	GAUGE NOTCH
	Carb #7042076	A/T	2	11/16"	1 9/32"	1 11/32"	5/32"	3/32"	3/16"	GAUGE NOTCH

\*From gasket surface to top of float at toe.

Year	Make	Float Set Procedure	Float Level	Float Drop	Pump Rod Adj.	Vac Break	Choke Rod	Unloader	Automatic Choke	Slow Idle R.P.M. See Note 1		
<b>PONTIAC (Cont'd)</b>												
1973	350" Eng.	A/T	2	21/32"	19/32"	15/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2	
1973-74	305" Eng. Firebird	A/T	2	21/32"	19/32"	15/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2	
	305" Eng. Altitude	A/T	2	21/32"	19/32"	15/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2	
	Carb #7043072	A/T	2	23/32"	19/32"	15/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2	
		M/T	2	23/32"	19/32"	15/16"	13/64"	3/32"	3/16"	1-LEAN	NOTE 2	
	305" Eng. Tempest, Ventura	A/T	2	21/32"	19/32"	15/16"	11/64"	3/32"	3/16"	1-LEAN	NOTE 2	
		M/T	2	23/32"	19/32"	15/16"	13/64"	3/32"	3/16"	1-LEAN	NOTE 2	
	400" Eng.	All/T	2	21/32"	19/32"	111/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2	
	Carb #7043060	A/T	2	21/32"	19/32"	111/32"	5/32"	3/32"	3/16"	1-LEAN	NOTE 2	
Carb #7043061	Calif.	A/T	2	21/32"	19/32"	111/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2	
Carb #7043070	Altitude	A/T	2	23/32"	19/32"	111/32"	5/32"	3/32"	3/16"	1-LEAN	NOTE 2	
Carb #7044065, 066, 067	All/T	2	21/32"	19/32"	111/32"	3/16"	3/32"	3/16"	1-LEAN	NOTE 2		
1977	305" Eng. Ventura	Federal	A/T	2	19/32"	19/32"	121/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	19/32"	19/32"	15/8"	5/32"	17/64"	21/64"	INDEX	NOTE 2
1978	305" Eng.	Altitude	A/T	2	19/32"	19/32"	117/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
		Calif.	A/T	2	21/32"	19/32"	15/8"	11/64"	17/64"	21/64"	1-LEAN	NOTE 2
		Canada	A/T	2	19/32"	19/32"	121/32"	1/8"	17/64"	21/64"	1-RICH	NOTE 2
			M/T	2	19/32"	19/32"	117/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	Federal	A/T	2	19/32"	19/32"	121/32"	5/32"	17/64"	21/64"	INDEX	NOTE 2	
			M/T	2	19/32"	19/32"	117/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
	305" Eng. Sunbird	Altitude	A/T	2	15/32"	19/32"	117/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
		Calif.	A/T	2	1/2"	19/32"	121/32"	11/64"	17/64"	21/64"	1/2-LEAN	NOTE 2
		Federal	A/T	2	15/32"	19/32"	121/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2
			M/T	2	15/32"	19/32"	117/32"	11/64"	17/64"	21/64"	INDEX	NOTE 2

### 1971-78 INFORMATION

**IDLE LIMITER CAPS:** General Motors cars have idle limiter caps that cannot be turned after they are installed. The limiter caps should be broken only in case of carburetor overhaul and when idle mixture adjustment is made, using car manufacturer procedure. Chrysler Corporation cars have idle limiter caps that do have a limited adjustable range. If removed, follow car manufacturer procedure.

**IDLE VENT VALVE ADJUSTMENT (CHRYSLER CARS):** Place fast idle screw on second step of fast idle cam. Adjust plastic vent valve so that it just closes by turning the screw in plastic valve.

**Note 1:** Higher R.P.M. - Solenoid Energized Lower R.P.M. - Solenoid De-energized

**Note 2:** Adjust slow idle mixture, slow and fast idle R.P.M. as outlined on decal in engine compartment.

**Note 3:** Automatic choke rod adjustment—Hold choke valve wide open. Push downward on rod to end of Travel. To adjust, bend rod at offset.

1971 2GV 1 1/4" models: Top of rod should be even with center of hole in lever.

2GV 1 1/2" models: Top of rod should fit notch in lever.

1972-78 models (except Vega): Rod should fit in bottom of slot in lever.

Vega: Top edge of pin should be even with bottom of hole in lever. To adjust rotate swivel on rod.