

Ralph;

Enclosed are the DELCO carb parts list for the GMC motorhome. The seven carbs used on the GMC are covered in the three bulletins, #9C-4000, #9C-4001 and #9C-4002. Two of these bulletins, #9C-4000 and #9C-4001 show by their issue date that they were up-dated versions, and I'm sure there has been up-dates since then, especially in some of the parts numbers, as improvements were made, and as some of the various parts were consolidated to be used on several carb numbers. This is a common practice used by parts suppliers, and results in the ever-changing format of current parts lists.

Also included are the sheets on Brad Urban's Carb Shop. I have hi-lited the items that pertain to a proper carb for the GMC, the boring of the primary throttle body and installing larger throttle plates should remain strictly up to the individual owner, as I feel it is not for every application. These sheets were furnished to me from Bob Miller, who has helped Wally Arntzen convert from E.F.I. to a carb built by up by Brad Urban. Wally Arntzen bought Fritz Slama's burnt coach, and it had the 500 CAD engine with fuel injection, which was causing Wally a lot of problems. They sent for a carb designed for use on the motorhome, and after numerous phone calls between Bob and myself, they have it up and running, and seem to quite satisfied with the change-over performance.

Just a brief history on the Rochester Quadrajet Carburetor: It was introduced in 1965, a revolutionary design for that time, and went thru subtle changes up to 1975, when stricter emission standards were introduced. These emission standards forced changes in idle, off-idle and main system metering control, as noted in the carbs and their components for the '75 to '78 GMC's, especially the '77 and '78's. Though this does not pertain to the motorhomes, but in 1981, the Q-JET carbs were equipped with electronic metering controls, to meet the stringent emission and economy regulations, and this continued until 1986. This is good proof of the solid basic design and the versitility engineered into the Q-JET.

I hope this will be some info you can use, it is always good to have ample reference material, especially on some of the specialized items. When one looks at the cost per mile of driving the coach, and of that cost per mile, fuel is the biggest percentage, so a good, solid working fuel system is quite an asset.

Bob Drewes

## GMC MOTORHOME CARBURETORS

The GMC motorhomes came factory equipped with the Rochester Quadrajets carburetor. Seven different carb numbers were used, depending on the year and if it had Federal or California emission standards. The 1973 and 1974 years had carb # 7043254, while the 1975, 1976 and early 1977 with the 455 engine had carb # 7045254 for Federal emissions, the California carb for those years is # 7045554. The 1977 coaches with the 403 engines has carb # 17057254 for Federal use and the California carb is # 17057559. The 1978 coaches have carb # 17058254 for Federal application, and the California carb is # 17058559. These carb numbers can be found on the left side of the carb, stamped on the flat surface close to the secondary throttle shaft. The numbers will read from the bottom up. There will also be a four digit number in that same area, which is the date of manufacture. The 1973 to 1976 coaches have carb numbers that start with "70", while the 1977 and 1978 carb numbers start with "170". The carbs with numbers starting with a "170" were built for the stricter emission standards, and some parts for these carbs are quite different from the "70" series. DO NOT INTERCHANGE parts between these different series carbs. One example is the "170" series has primary metering rods that are 0.080" shorter, they have a different taper to the rods, and these carbs used different sizes of primary jets.

Genuine Rochester parts are marketed only thru GM or DELCO parts dealers, and are made to the proper spec's to bring the carb up to it's correct settings. Repair Kits are available thru DELCO that include all gaskets, needle valve and seat, etc. Other parts that should be included in an overhaul are the float, which has an updated part number, (7046301), the power piston spring, #7036019, and the correct primary metering jets. A proper carb overhaul should start with the carb dismantled and soaked in carb cleaner to remove all the dirt and the varnish that has accumulated over the years of use. The varnish residue comes from fuel evaporating during periods of non-use.

Warpage of the fuel bowl and air horn assembly should be checked. Numerous fuel bowl assemblies have been noted to be severely warped, this is a problem caused by over-torquing the 5/16" front mounting bolts. These bolts should be torqued to 10 ft/lbs only to prevent carb damage. A common complaint of GMC coaches is hard starting, especially after the engine has been shut off for several hours or overnite. This is caused by the fuel leaking out of the fuel bowl thru the four soft plugs in the bottom of the fuel bowl assy. This problem can be remedied before the carb is re-assembled by coating the bottom of the four plugs with a high-temp, two part epoxy. A good choice for this epoxy is DURO Master Mend metal repair #QM-80. It is a high-temp epoxy that sets in 4 to 6 minutes, and is a product of Loctite.

The Rochester carbs used on the GMC have some internal parts that were designed and built just for use on the motorhome. Keep in mind most loaded coaches will weigh at least three times of what a full sized car does, so power demands are quite different. The primary metering rods are an example of this, they were designed with a special power tip, and in the "70" series carbs these rods will be stamped with "D-50". The "170" series carbs have metering rods of a different design and should NOT be used in "70" series carbs. All Q-JET carbs have primary metering jets that were designed only for the Q-JET carb. Other jets may screw into the jet ports but may have a different height, thus not matching the metering rod, therefore giving an improper fuel flow thru the jet. All GMC carbs have the same secondary metering rods, and will be stamped with a "CJ" on them. These are quite durable rods and usually give no problems. The secondary jets are factory installed and not easily removed, but are also quite durable and give satisfactory service.

With the proper metering rods and jets, the correct power piston spring and a good, true intake manifold vacuum, the carb will dispense an Air-Fuel ratio of approximately 14 to 1. This will be with manifold vacuum of 8" or more.

When power is required and the carb is operating on both the primary and secondary bores, the Air-Fuel mixture furnished to the engine will be in the range of 12 to 1. This power ratio is a richer mixture, used to develop the power needed, and a richer mixture also helps to cool the internal engine parts, such as the pistons, valves and heads for longer engine life.

During a typical drive with the motorhome, whenever the intake manifold vacuum is at 8" or above, the carb will be in the so-called cruise mode. It is operating on the primary part or the front two bores of the carb. With the proper power piston spring, #7036019, which has an operating range from 4" to 8" of vacuum, the vacuum overcomes the spring tension and the power piston is pulled down, pulling the metering rods down into the jets. This positions the large diameter of the tapered rods in the jets, thus restricting the fuel flow thru the jets and resulting in a leaner mix. As the power demand is low, this results in good economy. When more power is required and the throttle is opened more, manifold vacuum starts to drop, and as it drops lower than 8" of vacuum, the power piston spring tension is stronger than the vacuum and the spring starts pushing the power piston up, raising the metering rods with it. As the metering rods are raised, the smaller diameter of the rod is positioned in the jet, and a larger volume of fuel can flow, causing a richer mix to supply the added power called for. When vacuum has been reduced to 4", the spring has completely overcome vacuum and the power piston and metering rods are in the fully raised position. At this stage the primary bores are furnishing close to their maximum volume of fuel, and the A/F ratio will be approx 13 to 1.

As the throttle is opened even further, calling for more power, the back half or secondary part of the carb goes into operation. When the vacuum drops below 4", a vacuum break diaphragm on the side of the carb allows the air valves on the secondary bores to open up. As the air valves open up, they operate a cam that lifts the secondary metering rods.

As the secondary rods are lifted off their seats, fuel begins to flow thru the secondary jets, furnishing the added fuel needed to satisfy power requirements. If the power demand is strong enough, the carb will eventually be at W.O.T. (wide open throttle), and the A/F ratio should be in the 12 to 1 range. When power requirements start to diminish, the throttle begins to close and manifold vacuum begins to increase. As it increases past the 4" mark, the same vacuum break cylinder that allowed the secondary air valves to open, now begins to close the air valves. As the vacuum increases, the secondary air valves become fully closed, the secondary rods are seated and fuel is stopped flowing in the secondary jets. The carb is now back to operating on the front or primary bores again, and as vacuum goes up and past the 8" mark, the carb will be back in the cruise mode for economy.

So from the above, it is easy to see how important good manifold vacuum is to carb operation and engine efficiency. Manifold VACUUM is the SIGNAL the engine gives the CARB, so the carb can adjust to the immediate fuel demands of the engine. This is why vacuum hose replacement should be part of any carb rebuild. Vacuum hoses are subject to engine compartment heat and fuel fumes and can become cracked and brittle, allowing vacuum leaks, allowing unfiltered air to enter the engine and to give false vacuum readings. Don't forget the short hose on the transmission modulator, located on the lower right side of the transmission. Use a top quality hose with heavy enough wall thickness so it won't collapse during high vacuum conditions. A good choice for this is the Belden brand sold through NAPA stores. It is a good policy at this time to replace the PVC valve, located on the right rocker arm cover. The proper replacement for this is Delco # 679, as this valve has the correct tension spring and valve for both Olds engines. The PVC hose can be replaced with a heavy wall 3/8" fuel line hose, with a small hose clamp on each end.

I hope this helps to understand the Q-JET carb.

A proper carb overhaul can result in as much as 1 mile per gallon increase or more in mileage, so for the GMC that is about a 10% improvement, plus you have the added performance. This is a good return for the few dollars invested in the carb repair.

An increasing problem for Q-JET owners is finding a repair shop that has the skill and knowledge to do a top-notch repair job on the Q-JET carb. Most present day fuel system technicians have been trained for the fuel injection systems that are on the late model engines. The removal and dis-assembling of the Q-JET is not a overly difficult job, as long as it is done slowly so as to familiarize one-self with some of the components, and their respected positions. There have been several good books written on these carbs, one of them being ROCHESTER CARBURETORS written by Doug Roe and published by HP Books, #014. The DELCO carb repair kit has all the necessary instructions for re-assembly, and list the complete spec's for proper adjustment.

GOOD LUCK AND HAPPY GMC-ing

BOB DREWES

Feb 1, 1994

Ralph;

I read with interest the chart you sent on the GMC engine numbers and the carburetor numbers for the various year coaches. It is important to note that there are numerous errors and deletions for the carb parts in the 78Z motorhome parts book. Just some of the examples of this; on page 12-12 of the parts book, there are only THREE primary metering rods listed, (key # 24), where if you check the DELCO parts list that I sent you, there will be FOUR metering rods, used on the seven carbs for the various years. As for the primary jets, (key # 25), the parts book only list THREE jet numbers, when actually there are FIVE jet sizes used, depending on the engine application. This has caused a lot of confusion, especially when the part numbers used by GM and the DELCO part numbers differ for the same part. This is more-so aggravated lately by the fact Delco now has up-dated their parts list, and are using the last FIVE DIGITS of the GM number for a DELCO number. An example of this is the DELCO POWER KIT, say for the 1973 to 1976 coaches, is changed from the original DELCO number of 9258 and 9269 and combined into one kit with a DELCO number of 76057. The GM number for this kit will be 17076057, note that it carries the same last "five digits", only is preceded with "170". These changes were to consolidate parts and keep better inventory control. So, it is easy to see how valuable a good parts man is when it comes to keeping up with changes, and be willing to dig up this info!

As stated above, the 1973 to 1976 coaches, and the early 1977's with the 455 engine have a POWER KIT number of DELCO 76057, and the late 1977 thru the 1978's with the 403 engine will have a DELCO POWER KIT with a 76031 number. The overhaul kit is no longer available from DELCO, that kit had all gaskets plus the primary metering rods, the primary jets, needle and seat, etc for that particular carb. The kit available now is the "POWER KIT", which has all gaskets, needle and seat and other small parts for

a proper re-build. A VERY IMPORTANT step in assembly of a carb is to have the correct gaskets for that specific carb, as there are changes in air passages in the body casting of some carbs, and without the proper gasket, these passages may be blocked off, if the gasket does not have a punched hole to allow these passages to operate. EXAMPLE; From the DELCO PARTS LIST, ITEM #2, the AIR HORN GASKET for the 1977 coach is #17051797, while the gasket for the 1978 carbs is #17056357. Both of these gaskets will be in the DELCO POWER KIT #76031, as this kit covers all the carbs for the '77 and '78 coaches with the 403 engine. While we are on the subject of gaskets, the heavy gasket that is used to mount the carb to the intake manifold, and also the gasket between the throttle body assy and the fuel bowl are of a design to not only be a vacuum tight seal, but also to be an INSULATING barrier to prevent intake manifold heat from transferring to the carb and causing fuel percolation in the fuel bowl.

To comment on the use of different carbs for GMC motorhomes, be it from a Toronado, Eldorado ect. or having a carb number not listed in the DELCO carb numbers for the motorhome: EVERY ROCHESTER Q-JET CARB HAS A NUMBER STAMPED ON THE CARB. This is NOT a PART NUMBER, it is a CARB NUMBER that identifies what the carb was designed and built for. It may be built for a passenger car, it may be used in a delivery van, or , in our case, it was designed and built for use in the GMC motorhome. The AIR HORN ASSY, FLOAT BOWL ASSY, and THROTTLE BODY ASSY may be of a common basic design, but the INTERNAL PARTS and COMPONENTS will be installed to make this carb do the job it was intended for. When the engineering for the carb on the GMC was done, Rochester took into account what was required, such as weight of the vehicle, wind resistance, payload carried, economy, and proper Air-Fuel mixture to insure longevity of engine components, and starting in 1975, to meet emission standards. This research resulted in the installation of the various internal carb parts specified



to provide the performance required of the vehicle it is going to be installed on. These parts usually consisted of various sized primary jets, sized primary metering rods, the correct power piston spring, and secondary metering rods. There may be some subtle changes in air bleed orifices or fuel pick-up tubes, ect, but the above items do the main job of meeting the spec's called for. An example of spec-ing out a carb is the ones used in the GMC, for instance, the '73 to early '77 have a primary metering rod that was designed JUST for the GMC, and is stamped with "50-D". This rod is a special designed rod that has a "power tip" that meets the needs of the motorhome, and is used in conjunction with the #7031970 metering jet and the #7036019 power piston spring. This combination of parts in the primary side of the Q-JET carb gives the 455 engine the proper fuel ratio needed. The LAST TWO digits on the jet number gives the jet size, this jet being a #70 (.070" orifice size), and the power spring has a range of 8" to 4" of vacuum. This carb is provided with SECONDARY METER RODS that will perform according to the requirements asked for, in this case it is rod #7045780, which will be stamped with the letters 'CJ'. These are the parts used in the Q-JET carb for '73 thru the early '77 coaches with Federal emissions. The ONLY change for Calif. emissions carbs, in regard to the above internal parts, is the PRIMARY METERING JETS, which are #7031968, a jet .002" smaller in size. This jet size difference and a few minor changes in the throttle body assy was all that was needed to pass Calif. standards. This is a very modest part change, but in order to IDENTIFY the difference between the two carbs, ROCHESTER stamped a DIFFERENT CARB NUMBER on the CALIF. carb, (#7045554) to distinguish it from the FEDERAL carb, which has (#7045254) stamped on it. This is why the GMC has SEVEN CARB NUMBERS in it's five years of production, improvements and changes brought on mostly by the emissions compliance, but every change in a carb requiring a NEW CARB NUMBER.

## TORONADO CARBURETOR NUMBERS

### 455 ENGINES

1972		7042251
		7042252
1973		7043252
1974	FED	7043252
	CALIF.	7044557
1975	FED	7045185
	CALIF.	7045485
1976	FED	17056252
	CALIF.	17056552

### 403 ENGINES

1977	FED	17057257	LATE '77's	17057259
	CALIF.	17057552	LATE '77's	17057555
1978	FED	17058257		17058259
	CALIF.	17058555		

I am enclosing the spec sheets that come with the DELCO POWER KIT, spec sheet #153 from the KIT #76057 which covers the carbs on the '73 to early '77 with the 455 engine, and the spec sheet #158 from the KIT #76031 which covers the carbs on all the 403 engines, '77 thru '78. Sheet #153 has almost 190 carb numbers listed with sheet # 158 just a few less, so it is easy to see just how many different carbs ROCHESTER built for a specific job to do, each carb with a different number and different parts and various settings to accomplish it's assigned job. This is not to say that some carb bodies cannot be used on the GMC, there are some expert carb shops that can measure and test various carbs and bring them up to a level for good motorhome performance. The use of improper repair kits and poor workmanship are the causes of the majority of unsatisfactory carb repair jobs. A worse situation is an owner exchanging the original carb for a rebuilt carb and not getting the proper spec's for the motorhome. He not only has "turned in" probably a repairable core, but has also loss some of the critical internal parts.



Rochester Products

# ADJUSTMENT SPECIFICATIONS QUADRAJET CARBURETORS-4MC,4ME,4MV

Perform Adjustments in Proper Sequence

Form 153  
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April 1988

KIT # 76057

CARB. NO.	FIG. 1 FLOAT SETTING	FIG. 2 PUMP SETTING	FIG. 3 IDLE VENT	FIG. 4 AIR VALVE SPRING	FIG. 5 CHOKE COIL LEVER	FIG. 6 CHOKE ROD CAM	FIG. 7 VAC. BREAK	FIG. 8 AIR VALVE ROD	FIG. 10 UNLOADERT	FIG. 11 AIR VALVE LOCKOUT	FIG. 12 SECONDARY LOCKOUT	FIG. 13 CHOKE SETTING
7027032	1/4	Inner 7/32	3/8	3/4		.140	.200	.030	.325	.020		Note 1
7027036	1/4	Inner 9/32	3/8	1/2		.140	.200	.030	.325	.020		Note 1
7027080	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7027081	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7027083	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7027088	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7027130	1/4	Inner 9/32	3/8	3/4		.140	.207	.030	.310	.020		Note 1
7027131	1/4	Inner 7/32	3/8	3/4		.140	.200	.030	.325	.020		Note 1
7027132	1/4	Inner 7/32	3/8	3/4		.140	.200	.030	.325	.020		Note 1
7027135	1/4	Inner 9/32	3/8	1/2		.140	.200	.030	.325	.020		Note 1
7027153	1/4	Inner 5/16	3/8	1/2		.140	.200	.030	.325	.020		Note 1
7027158	1/4	Inner 5/16	3/8	3/4		.140	.200	.030	.325	.020		Note 1
7027157	1/4	Inner 9/32	3/8	3/4		.140	.207	.030	.310	.020		Note 1
7028250	1/4	Inner 5/16		1/2		.140	.180	.030	.200	.020		Note 1
7028251	1/4	Inner 5/16		3/4		.140	.180	.030	.200	.020		Center Hole
7028252	1/4	Inner 5/16		3/4		.140	.180	.030	.200	.020		Center Hole
7028253	1/4	Inner 5/16		3/4		.140	.230	.030	.200	.020		Center Hole
7028254	1/4	Outer 5/16		3/4		.120	.300	.030	.200	.020		Center Hole
7028255	1/4	Inner 5/16		3/4		.090	.275	.030	.200	.020		Center Hole
7028280	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7028282	1/4	Inner 9/32				.100	.155	.030	.310	.015		Note 2
7029250	1/4	Inner 5/16		1/2		.140	.180	.030	.200	.020		Center Hole
7029251	1/4	Inner 5/16		3/4		.120	.180	.030	.200	.020		Center Hole
7029252	1/4	Inner 9/32		3/4		.140	.180	.030	.200	.020		Center Hole
7029253	1/4	Inner 9/32		3/4		.140	.230	.030	.200	.020		Center Hole
7029254	1/4	Outer 13/32		3/4		.120	.300	.030	.200	.020		Center Hole
7029255	1/4	Inner 5/16		3/4		.090	.275	.030	.200	.020		Center Hole
7029280	1/4	Inner 9/32				Note 3	.155	.030	Note 3	.015		Note 2
7029285	1/4	Inner 9/32				Note 3	.150	.030	Note 3	.015		Note 2
7037082	1/4	Inner 9/32				Note 3	Note 3	.030	Note 3	.015		Note 2
7040250	1/4	Inner 5/16		1/2	.120	.140	.200	.015	.200	.020		Index
7040251	1/4	Inner 5/16		3/4	.120	.140	.200	.015	.200	.020		Index
7040252	1/4	Inner 9/32		3/4	.120	.170	.200	.015	.200	.020		1 NR
7040253	1/4	Inner 9/32		3/4	.120	.230	.275	.015	.200	.020		Index
7040255	1/4	Inner 5/16		3/4	.120	.275	.325	.015	.200	.020		Index
7040258	1/4	Inner 9/32		3/4	.120	.275	.325	.015	.200	.020		Index
7040257	1/4	Inner 5/16		3/4	.120	.170	.200	.015	.200	.020		Index
7040258	1/4	Inner 9/32		3/4	.120	.170	.200	.015	.200	.020		Index
7040284	1/4	Inner 9/32				Note 3	.155	.030	Note 3	.015		Note 2
7040285	11/32	Inner 13/32				Note 3	.155	.030	.310	.010		Note 2
7041250	1/4	Inner 5/16		1/2	.120	.140	.215	.030	.200	.015		Note 2
7041251	1/4	Inner 5/16		3/4	.120	.140	.215	.030	.200	.015		Index

7041253	1/4	Inner 5/16	3/4	.120	.230	.275	.050	.200	.035	Index
7041257	1/4	Inner 9/32	3/4	.120	.170	.215	.050	.200	.035	Index
7041280	1/4	Inner 9/32			Note 3	.155	.030	Note 3	.015	Note 2
7041285	1/4	Inner 9/32			.100	.150	.030	.300	.015	Note 2
7041310	5/16	Inner 5/16	3/8	.120	.120	.185		.300	.015	R-Notch
7041311	5/16	Inner 5/16	3/8	.120	.130	.200		.300	.015	R-Notch
7041312	5/16	Inner 9/32	3/8	.120	.120	.185		.310	.015	R-Notch
7042250	1/4	Inner 5/16	1/2	.120	.230	.230	.050	.200	.035	Index
7042251	1/4	Inner 5/16	3/4	.120	.230	.215	.050	.200	.035	Index
7042252	1/4	Inner 5/16	3/4	.120	.230	.215	.050	.200	.035	Index
7042272	3/8	Inner 9/32	7/16		.100	.195	.025	.310	.015	Gage Notch
7042274	7/16	Inner 9/32	7/16		.100	.195	.025	.310	.015	Gage Notch
7042276	7/16	Inner 9/32	7/16		.100	.290	.025	.310	.015	Gage Notch
7042278	7/16	Inner 9/32	7/16		.100	.290	.025	.310	.015	Gage Notch
7042950	1/4	Inner 9/32	1/2	.120	.230	.230	.030	.200	.035	Index
7043250	1/4	Inner 9/32	1/2	.120	.230	.200	.030	.300	.035	Index
7043251	1/4	Inner 9/32	3/4	.120	.230	.200	.030	.300	.035	Index
7043252	1/4	Inner 9/32	3/4	.120	.230	.200	.030	.300	.035	Index
7043253	1/4	Inner 9/32	3/4	.120	.230	.275	.030	.300	.035	Index
7043254	1/4	Inner 9/32	3/4	.120	.230	.215	.030	.300	.035	Index
7043255	1/4	Inner 9/32	1/2	.120	.230	.200	.030	.300	.035	Index
7043256	1/4	Inner 9/32	1/2	.120	.230	.200	.030	.300	.035	Index
7043257	1/4	Inner 9/32	1/2	.120	.230	.200	.030	.300	.035	Index
7043259	1/4	Inner 9/32	3/4	.120	.230	.180	.030	.300	.035	Index
7043262	3/8	Inner 9/32	3/8	.120	.205	.260	.030	.310	.015	Index
7043263	3/8	Inner 9/32	5/8	.120	.205	.290	.030	.310	.015	Index
7043264	3/8	Inner 9/32	1/2	.120	.205	.260	.030	.310	.015	Index
7043265	3/8	Inner 9/32	9/16	.120	.205	.290	.030	.310	.015	Index
7043266	7/16	Inner 9/32	1/2	.120	.205	.260	.030	.310	.015	Index
7043270	9/32	Inner 9/32	3/4	.120	.205	.290	.030	.310	.015	Index
7043272	7/16	Outer 3/8	3/8	.120	.205	.290	.030	.310	.015	Index
7043273	9/32	Inner 9/32	3/4	.120	.205	.290	.030	.310	.015	Index
7043274	7/16	Outer 3/8	9/16	.120	.205	.290	.030	.310	.015	Index
7043282	1/4	Inner 9/32	3/4	.120	.230	.215	.030	.300	.035	Index
7044262	3/8	Inner 9/32	3/8	.120	.205	.260	.025	.310	.010	Index
7044266	3/8	Inner 9/32	1/2	.120	.205	.260	.025	.310	.010	Index
7044267	7/16	Inner 9/32	1/2	.120	.205	.260	.025	.310	.010	Index
7044268	3/8	Inner 9/32	1/2	.120	.205	.290	.025	.310	.010	Index
7044269	3/8	Inner 9/32	1/2	.120	.205	.290	.025	.310	.010	Index
7044270	3/8	Inner 9/32	3/4	.120	.205	.290	.025	.310	.010	Index
7044272	3/8	Outer 3/8	3/8	.120	.205	.290	.025	.310	.010	Index
7044273	3/8	Inner 9/32	3/4	.120	.205	.290	.025	.310	.010	Index
7044274	3/8	Outer 3/8	9/16	.120	.205	.290	.025	.310	.010	Index
7044276	3/8	Inner 9/32	1/2	.120	.205	.260	.025	.310	.010	1 NR
7044280	1/4	Inner 9/32	1/2	.120	.230	.230	.030	.300	.035	Index
7044281	1/4	Inner 9/32	1/2	.120	.230	.230	.030	.300	.035	Index
7044282	1/4	Inner 9/32	3/4	.120	.250	.250	.030	.300	.035	1 NR
7044283	1/4	Inner 9/32	3/8	.120	Note 3	.155	.030	Note 3	.015	Note 2

Note 1: R-Notch - Toronado do one rod diameter past R-Notch.  
Note 2: Top of rod even with bottom of hole.  
Note 3: Refer to Marine Manufacturer's Specification.

† Gaged at lower edge of valve, unless otherwise noted.  
• Gaged at upper edge of valve.

CARB. NO.	FIG. 1 FLOAT SETTING	FIG. 2 PUMP SETTING	FIG. 3 IDLE VENT	FIG. 4 AIR VALVE SPRING	FIG. 5 CHOKE COIL LEVER	FIG. 6 CHOKE ROD CAM†	FIG. 7 VAC. BREAK†	FIG. 8 AIR VALVE ROD	FIG. 10 UNLOADERT	FIG. 11 AIR VALVE LOCKOUT	FIG. 12 SECONDARY LOCKOUT	FIG. 13 CHOKE SETTING
7044284	1/4	Inner 9/32		3/8		Note 3	.155	.030	Note 3	.015		Note 2
7044286	1/4	Inner 9/32		3/8		Note 3	.155	.030	Note 3	.015		Note 2
7044287	1/4	Inner 9/32		7/16		Note 3	.155	.030	Note 3	.015		Note 2
7044288	1/4	Inner 9/32		3/8		Note 3	.155	.030	Note 3	.015		Note 2
7044289	1/4	Inner 9/32		3/8		Note 3	.155	.030	Note 3	.015		Note 2
7044290	1/4	Inner 9/32		3/8		.100	.155	.030	.300	.015		Note 2
7044291	1/4	Inner 9/32		3/8		.100	.155	.030	.300	.015		Note 2
7044557	1/4	Inner 9/32		3/4	.120	.250	.250	.030	.300	.035		Note 2
7044558	1/4	Inner 9/32		3/4	.120	.250	.250	.030	.300	.035		1 NR
7044559	1/4	Inner 9/32		3/4	.120	.230	.275	.030	.300	.035		Index
7044560	3/8	Inner 9/32		3/8	.120	.205	.260	.025	.310	.010		Index
7044562	3/8	Inner 9/32		3/8	.120	.205	.260	.025	.310	.010		Index
7044566	3/8	Inner 9/32		1/2	.120	.205	.260	.025	.310	.010		Index
7044568	3/8	Inner 9/32		1/2	.120	.205	.260	.025	.310	.010		Index
7045254	1/4	Inner 9/32		3/4	.120	.150*	.140*	.030	.190	.030		Index
7045282	1/4	Inner 9/32		3/4	.120	.230	.215	.030	.300	.030		Index
7045554	1/4	Inner 9/32		3/8		Note 3	.080*	.030	.152*	.015		Note 2
7046814	1/4	Inner 9/32		1/2	.120	.150*	.140	.030	.190	.030		Index
17054910	7/16	Inner 9/32		1/2	.120	.230	.200	.030	.300	.035		Index
17054911	7/16	Inner 9/32		3/4	.120	.205	.290	.030	.310	.015		Index
17054912	7/16	Inner 9/32		3/4	.120	.205	.290	.025	.310	.010		Index
17054913	17/32	Inner 9/32		1/2	.120	.205	.290	.025	.310	.010		Index
17054934	1/4	Inner 9/32		3/4	.120	.205	.290	.030	.300	.035		1 NR
17054935	1/4	Inner 9/32		3/4	.120	.230	.200	.030	.300	.035		1 NR
17054937	1/4	Inner 5/16		3/4	.120	.260	.250	.030	.300	.035	.020	Index
17054938	1/4	Inner 9/32		3/4	.120	.180	.215	.030	.200	.035		Index
17054939	1/4	Inner 9/32		3/4	.120	.230	.200	.030	.300	.035		Index
17054940	1/4	Inner 9/32		3/4	.120	.230	.275	.030	.300	.035		Index
17054947	7/16	Inner 9/32		7/16		.100	.220	.025	.310	.015		Gage Notch
17054948	13/32	Inner 9/32		5/8		.100	.290	.025	.310	.015		Gage Notch
17055042	1/4	Inner 9/32		3/4	.120	.250	.250	.030	.300	.035		Index
17055044	7/16	Inner 9/32		1/2	.120	.205	.260	.030	.310	.015		Index
17055045	3/8	Outer 3/8		3/8	.120	.205	.290	.030	.310	.015		Index
17055098	15/32	Inner 9/32		7/8		.217	.120	.015	.225	.015	.015	Gage Notch
17055700	15/32	Inner 9/32		7/8		.217	.120	.015	.225	.015	.015	Gage Notch
17055702	7/16	Inner 9/32		7/8		.217	.120	.015	.225	.015	.015	Gage Notch
17055730	7/16	Inner 9/32		3/4		.217	.120	.015	.204	.015	.015	Gage Notch
17055733	7/16	Inner 9/32		7/8		.217	.115	.015	.204	.015	.015	Gage Notch
17056287	1/4	Inner 9/32		3/4	.120	Note 3	.120	.015	.300	.030		Index
17057282	1/4	Inner 9/32		3/8			.080	.015			.015	Note 3
17057283	1/4	Inner 9/32		3/8			.080	.030			.015	Note 3
17057284	1/4	Inner 9/32		7/8			19°	.015	32°		.015	Note 3

17057287	5/16	Inner 9/32	1/2				.080	.030	32°			.015	Note 3
17057290	1/4	Inner 9/32	1/2				19°	.030	32°			.015	Note 3
17057292	1/4	Inner 9/32	3/4	.120	Note 3		.120*	.030	.160*	.030		.015	Index
17057295	1/4	Inner 9/32	3/8				.085	.030				.015	Note 3
17057298	1/4	Inner 9/32	1/2				.080	.030				.015	Note 3
17057299	1/4	Inner 9/32	3/4				.080	.030				.015	Note 3
17058280	1/4	Inner 9/32	3/8	.120			.120*	.030	.160*	.030		.015	Index
17058513	15/32	Inner 9/32	7/8		.217		.120	.015	.225			.015	Gage Notch
17058514	7/16	Inner 9/32	7/8		.217		.120	.015	.225			.015	Gage Notch
17058515	15/32	Inner 9/32	7/8		.217		.120	.015	.225			.015	Gage Notch
17058525	7/16	Inner 9/32	3/4		.217		.115	.015	.204			.015	Gage Notch
17058529	7/16	Inner 9/32	7/8		.217		Note 3	.030	Note 3			.015	Gage Notch
17059264	9/32	Inner 5/16	1/2		Note 3		Note 3	.030	Note 3			.015	Gage Notch
17059280	1/4	Inner 5/16	5/8		Note 3		Note 3	.030	Note 3			.015	Index
17059283	1/4	Inner 5/16	1/2		Note 3		.120	.030	.160			.015	Index
17059285	5/16	Inner 5/16	1/2		Note 3		19°	.030	32°			.015	Gage Notch
17059286	5/16	Inner 5/16	1/2		Note 3		19°	.030	32°			.015	Gage Notch
17059287	1/4	Inner 5/16	3/4		Note 3		19°	.015	Note 3			.015	Gage Notch
17059288	1/4	Inner 5/16	1/2		Note 3		19°	.015	Note 3			.015	Gage Notch
17059289	1/4	Inner 5/16	3/8		Note 3		19°	.015	Note 3			.015	Gage Notch
17059290	9/32	Inner 5/16	1/2		Note 3		20°	.030	Note 3			.015	Gage Notch
17059291	1/4	Inner 5/16	3/8		Note 3		19°	.015	Note 3			.015	Gage Notch
17059292	1/4	Inner 5/16	3/8		Note 3		19°	.015	Note 3			.015	Gage Notch
17059293	5/16	Inner 5/16	9/16		13.5°		27°	.030	32°			.020	Gage Notch
17059294	5/16	Inner 5/16	5/8		Note 3		19°	.015	Note 3			.015	Gage Notch
17059295	11/32	Inner 5/16	1/2		Note 3		19°	.015	Note 3			.015	Gage Notch
17059296	9/32	Inner 5/16	1/2	.120	Note 3		Note 3	.015	Note 3			.015	Index
17059298	1/4	Inner 5/16	1/2		Note 3		120	.030	.160			.015	Index
17080560	1/4	Inner 5/16	3/4		Note 3		27°	.015	Note 3			.015	Gage Notch
17080561	1/4	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17080562	1/4	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17080563	1/4	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17080564	1/4	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17080565	1/4	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17081299	7/32	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17082403	9/32	Inner 5/16	3/4		Note 3		27°	.015	32°			.015	Gage Notch
17082515	5/16	Inner 5/16	1/2		Note 3		19°	.015	32°			.015	Gage Notch
17083515	9/32	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17083522	7/32	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17084001	9/32	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17084516	9/32	Inner 5/16	3/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17085010	5/16	Inner 5/16	1/2		Note 3		19°	.015	32°			.015	Gage Notch
17085013	7/32	Inner 5/16	5/8		Note 3		27°	.015	Note 3			.015	Gage Notch
17086069	9/32	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17086115	9/32	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17086116	9/32	Inner 5/16	1/2		Note 3		27°	.015	Note 3			.015	Gage Notch
17086117	10/32	Inner 5/16	1/2		Note 3		19°	.015	32°			.015	Gage Notch
17088142	7/32	Inner 5/16	1/2		Note 3		28°	.015	33°			.015	Index

† Gaged at lower edge of valve, unless otherwise noted.

\* Gaged at upper edge of valve.

Note 1: R-Notch - Toronado do one rod diameter past R-Notch.

Note 2: Top of rod even with bottom of hole.

Note 3: Refer to Marine Manufacturer's Specification.

H.T # 76031

# ADJUSTMENT SPECIFICATIONS DUALJET CARBURETOR-M2MC (EARLY) MODIFIED QUADRAJET CARBURETORS-M4MC, M4ME

Perform Adjustments in Proper Sequence



Rochester Products

CARB. NO.	FIG. 1 FLOAT SETTING	FIG. 2 PUMP SETTING	FIG. 3 IDLE VENT	FIG. 4 AIR VALVE SPRING	FIG. 5 CHOKE COIL LEVER	FIG. 6 CHOKE ROD CAM†	FIG. 7 VAC. BREAK FRONT†	FIG. 8 VAC. BREAK REAR†	FIG. 9 AIR VALVE ROD	FIG. 10 UNLOADER†	FIG. 11 CHOKE SETTING
7045183	15/32	Inner 9/32	.075	1/2	.120	.135	.190	.140	.030	.230	2 NR
7045184	15/32	Inner 9/32	.075	3/4	.120	.135	.190	.140	.030	.230	2 NR
7045185	15/32	Inner 9/32	.075	3/4	.120	.135	.190	.140	.030	.230	2 NR
7045250	15/32	Inner 9/32	.075	1/2	.120	.135	.190	.140	.030	.230	2 NR
7045251	15/32	Inner 9/32	.075	3/4	.120	.230	300	240	.030	350	2 NR
7045252	15/32	Inner 9/32	.075	3/4	.120	220	260	380	.030	350	Index
7045260	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045261	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045263	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045264	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045266	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045268	17/32	Inner 9/32		7/16	.120	.130	.160	.265	.030	.230	Index
7045269	17/32	Inner 9/32		7/16	.120	.130	.150	.260	.030	.230	Index
7045274	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045483	15/32	Inner 9/32	.075	1/2	.120	.135	.190	.140	.030	.230	2 NR
7045484	15/32	Inner 9/32	.075	3/4	.120	.135	.190	.140	.030	.230	1 NR
7045485	15/32	Inner 9/32	.075	3/4	.120	.135	.200	.140	.030	.230	2 NR
7045550	15/32	Inner 9/32	.075	1/2	.120	.135	.190	.140	.030	.230	2 NR
7045551	15/32	Inner 9/32	.075	3/4	.120	.135	.190	.140	.030	.230	1 NR
7045552	7/16	Inner 9/32	.075	3/4	.120	230	320	240	.030	350	2 NR
7045562	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045564	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
7045566	17/32	Inner 9/32		1/2	.120	.130	.160	.260	.030	.230	Index
7045568	17/32	Inner 9/32		7/16	.120	.130	.150	.260	.030	.230	Index
17054312	13/32	Inner 9/32		1/2	.120	230	300	240	.030	350	2 NR
17054914	17/32	Inner 9/32		1/2	.120	220	260	380	.030	350	1 NR
17054915	17/32	Inner 9/32		7/16	.120	220	260	380	.030	350	Index
17054941	13/32	Inner 9/32		3/4	.120	230	300	240	.030	350	2 NR
17054942	13/32	Inner 9/32		3/4	.120	230	300	240	.030	350	2 NR
17055046	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
17055047	17/32	Inner 9/32		7/16	.120	.130	.150	.260	.030	.230	Index
17055048	17/32	Inner 9/32		1/2	.120	.130	.150	.260	.030	.230	Index
17055184	13/32	Inner 9/32		1/2	.120	190	240	36.50	.030	350	2 NR
17055185	13/32	Inner 9/32		1/2	.120	190	240	36.50	.030	350	2 NR
17055224	13/32	Inner 9/32		1/2	.120	180	240	36.50	.030	350	2 NR
17055226	13/32	Inner 9/32		1/2	.120	190	240	30.50	.030	350	2 NR
17055229	13/32	Inner 9/32		1/2	.120	190	240	36.50	.030	350	2 NR
17055463	13/32	Inner 9/32		1/2	.120	190	240	300	.030	350	2 NR

17056635	13/32	Inner 9/32	1/2	.120	180	230	30.50	.030	250	2 NR
17056637	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17056639	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17056641	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17056643	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17056645	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17056750	13/32	Inner 9/32	1/2	.120	230	300	240	.030	360	2 NR
17056751	13/32	Inner 9/32	3/4	.120	230	300	240	.030	360	2 NR
17056752	13/32	Inner 9/32	3/4	.120	230	300	240	.030	360	2 NR
17056753	13/32	Inner 9/32	1/2	.120	230	300	240	.030	350	2 NR
17056755	13/32	Inner 9/32	3/4	.120	230	300	240	.030	350	2 NR
17056756	13/32	Inner 9/32	3/4	.120	230	300	240	.030	350	2 NR
17056757	13/32	Inner 9/32	3/4	.120	230	300	240	.030	350	2 NR
17056758	13/32	Inner 9/32	1/2	.120	230	300	240	.030	350	2 NR
17056759	13/32	Inner 9/32	1/2	.120	230	300	240	.030	350	2 NR
17056762	17/32	Outer 3/8	1/2	.120	220	260	380	.030	350	1 NR
17056763	17/32	Outer 3/8	5/8	.120	220	280	380	.030	350	1 NR
17056764	17/32	Outer 3/8	1/2	.120	220	260	380	.030	350	1 NR
17056766	17/32	Outer 3/8	1/2	.120	2150	260	380	.030	350	1 NR
17056774	17/32	Outer 3/8	1/2	.120	220	260	380	.030	350	1 NR
17056850	13/32	Inner 9/32	1/2	.120	230	300	240	.030	360	2 NR
17056851	13/32	Inner 9/32	3/4	.120	230	300	240	.030	350	1 NR
17056852	13/32	Inner 9/32	3/4	.120	230	320	240	.030	350	2 NR
17056853	13/32	Inner 9/32	1/2	.120	230	300	240	.030	350	2 NR
17056856	13/32	Inner 9/32	3/4	.120	230	300	240	.030	350	1 NR
17056862	17/32	Outer 3/8	1/2	.120	220	260	360	.030	350	1 NR
17056864	17/32	Outer 3/8	1/2	.120	220	260	360	.030	350	1 NR
17056866	17/32	Outer 3/8	1/2	.120	220	260	360	.030	350	1 NR
17057172	11/32	Inner 1/4	1/2	.120	14.50	240	360	.030	380	2 NR
17057173	11/32	Outer 3/8	1/2	.120	14.50	280	360	.030	380	2 NR
17057250	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17057252	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17057253	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17057254	15/32	Inner 9/32	1/2	.120	190	240		.030	350	3 NR
17057255	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17057256	13/32	Inner 9/32	1/2	.120	190	240	30.50	.030	350	2 NR
17057267	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17057268	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17057269	13/32	Inner 9/32	1/2	.120	23.50	260	380	.030	350	1 NR
17057262	17/32	Outer 3/8	1/2	.120	23.50	280	380	.030	350	1 NR
17057263	17/32	Outer 3/8	5/8	.120	23.50	260	380	.030	350	1 NR
17057266	17/32	Outer 3/8	1/2	.120	23.50	260	380	.030	350	1 NR
17057274	17/32	Outer 3/8	1/2	.120	23.50	260	380	.030	350	1 NR
17057550	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17057552	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR
17057553	13/32	Inner 9/32	1/2	.120	190	240	36.50	.030	350	2 NR

1. NA = Non Adjustable  
2. Secondary Lockout -- .015 Fig. 12  
† Plug gage spec. measured at upper edge of choke valve.



CARB. NO.	FIG. 1 FLOAT SETTING	FIG. 2 PUMP SETTING	FIG. 3 IDLE VENT	FIG. 4 AIR VALVE SPRING	FIG. 5 CHOKE COIL LEVER	FIG. 6 CHOKE ROD CAM1	FIG. 7 VAC. BREAK FRONT†	FIG. 8 VAC. BREAK REAR†	FIG. 9 AIR VALVE ROD	FIG. 10 UNLOADER†	FIG. 11 CHOKESSETTING
17057554	13/32	Inner 9/32		1/2	.120	.095	.125	.215	.030	.205	2 NR
17057555	13/32	Inner 9/32		1/2	.120	.190	240	36.50	.030	350	2 NR
17057559	15/32	Inner 9/32		1/2	.120	.190	240		.030	36.50	3 NR
17058250	13/32	Inner 9/32		1/2	.120	.180	230	30.50	.030	350	2 NR
17058253	13/32	Inner 9/32		1/2	.120	.180	230	30.50	.030	350	2 NR
17058254	15/32	Inner 9/32		1/2	.120	.190	240		.030	350	3 NR
17058257	13/32	Inner 9/32		1/2	.120	.190	240	36.50	.030	350	2 NR
17058258	13/32	Inner 9/32		1/2	.120	.190	240	36.50	.030	350	2 NR
17058259	13/32	Inner 9/32		1/2	.120	.190	240	30.50	.030	350	2 NR
17058262	17/32	Outer 3/8		5/8	.120	.230	280	400	.030	350	Index
17058263	17/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	1 NR
17058264	17/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	Index
17058266	17/32	Outer 3/8		5/8	.120	.14.50	240	320	.030	360	2 NR
17058272	15/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	Index
17058274	17/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	Index
17058276	17/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	1 NR
17058278	17/32	Outer 3/8		1/2	.120	.23.50	260	400	.030	350	1 NR
17058394	17/32	Outer 3/8		5/8	.120	.230	280	380	.030	350	Index
17058395	17/32	Outer 3/8		1/2	.120	.190	240	36.50	.030	350	2 NR
17058553	13/32	Inner 9/32		1/2	.120	.190	240	36.50	.030	350	2 NR
17058555	13/32	Inner 9/32		1/2	.120	.190	240		.030	36.50	3 NR
17058559	15/32	Inner 9/32		1/2	.120	.180	230	300	.030	350	2 NR
17059250	13/32	Inner 9/32		1/2	.120	.180	230	300	.030	350	2 NR
17059251	13/32	Inner 9/32		1/2	.120	.180	230	300	.030	350	2 NR
17059253	13/32	Inner 9/32		1/2	.120	.180	230	300	.030	350	2 NR
17059256	13/32	Inner 9/32		1/2	.120	.190	240	320	.030	350	2 NR
17059258	13/32	Inner 9/32		1/2	.120	.190	240	320	.030	350	2 NR
17059259	13/32	Inner 9/32		1/2	.120	.180	230	300	.030	350	2 NR
17059263	17/32	Outer 3/8		5/8	.120	.230	280	380	.030	350	Index
17059271	7/16	Outer 3/8		5/8	.120	.200	250	340	.030	330	1 NR
17059272	7/16	Outer 3/8		5/8	.120	.14.50	230	290	.030	330	2 NR
17059553	13/32	Inner 9/32		1/2	.120	.190	240	360	.030	350	2 NR
17059554	13/32	Inner 9/32		1/2	.120	.190	240	360	.030	350	2 NR
17059555	13/32	Inner 9/32		1/2	.120	.190	240	360	.030	350	2 NR
17059595	3/8	Inner 9/32		3/8	.120	.180	210	30.50	.030	30.50	Index
17059596	7/16	Inner 9/32		3/8	.120	.180	210	30.50	.030	30.50	Index
17065135	13/32	Inner 9/32		1/2	.120	.150	240	300	.030	350	2 NR
17065137	13/32	Inner 9/32		1/2	.120	.190	240	36.50	.030	350	2 NR

17065601	13/32	Inner 9/32	1/2	.120	19°	20°	30°	.030	35°	2 NR
17065605	13/32	Inner 9/32	1/2	.120	19°	24°	32°	.030	35°	2 NR
17065609	13/32	Inner 9/32	1/2	.120	18°	23°	30°	.030	35°	2 NR
17065613	13/32	Inner 9/32	1/2	.120	19°	24°	35°	.030	35°	2 NR
17065791	7/16	Outer 3/8	5/8	.120	14.5°	23°	29.5°	.030	33°	NA
17066577	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17066579	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17066605	15/32	Inner 5/16	5/8	.120	16°	20°	28°	.025	33°	NA
17066607	7/16	Outer 3/8	5/8	.120	14.5°	25°	32°	.025	33°	NA
17066609	7/16	Outer 3/8	5/8	.120	14.5°	25°	32°	.025	33°	NA
17066663	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17066965	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080250	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080251	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080252	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080253	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080259	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080260	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17080270	7/16	Outer 3/8	5/8	.120	14.5°	25°	32°	.025	33°	NA
17080272	7/16	Outer 3/8	5/8	.120	14.5°	25°	32°	.025	33°	NA
17080274	15/32	Inner 5/16	5/8	.120	16°	20°	28°	.025	33°	NA
17081250	13/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17081260	11/32	Inner 9/32	1/2	.120	17°	26°	34°	.025	35°	NA
17081276	15/32	Inner 5/16	5/8	.120	16°	20°	28°	.025	33°	NA
17081286	13/32	Inner 9/32	1/2	.120	15°	22°	34°	.025	35°	NA
17081287	13/32	Inner 9/32	1/2	.120	15°	22°	34°	.025	35°	NA
17082257	13/32	Inner 9/32	1/2	.120	15°	22°	34°	.025	35°	NA
17082286	13/32	Inner 9/32	1/2	.120	15°	22°	34°	.025	35°	NA
17082287	13/32	Inner 9/32	1/2	.120	19.5°	22°	34°	.025	35°	NA
17083286	13/32	Inner 9/32	1/2	.120	19.5°	23°	34°	.025	35°	NA
17083287	13/32	Inner 9/32	1/2	.120	19.5°	23°	34°	.025	35°	NA
17084286	13/32	Inner 9/32	1/2	.120	19.5°	23°	34°	.025	35°	NA
17084287	13/32	Inner 9/32	1/2	.120	19.5°	23°	34°	.025	35°	NA
17084595	15/32	Inner 9/32	3/8	.120	18°	21°	30.5°	.030	30.5°	Index
17084596	15/32	Inner 9/32	3/8	.120	18°	21°	30.5°	.030	30.5°	Index
17085592	13/32	Inner 9/32	1/2	.120	15°	21°	34°	.025	27°	NA
17085594	13/32	Inner 9/32	1/2	.120	15°	21°	34°	.025	27°	NA
17086099	16/32	Inner 9/32	1/2	.120	21°	25°	34°	.025	25°	Index
17087207	13/32	Inner 9/32	1/2	.120	15°	21°	34°	.025	27°	NA
17087211	13/32	Inner 9/32	1/2	.120	15°	21°	34°	.025	27°	NA

1. NA = Non Adjustable
2. Secondary Lockout -- .015 Fig. 12
3. Plug gage spec. measured at upper edge of choke valve.



# CARB KIT INSTRUCTION SHEET FOR ROCHESTER QUADRAJET CARBURETORS-4MC,4MV

For Kit # 76057

Form 149  
Page 1 of 4  
November 1982

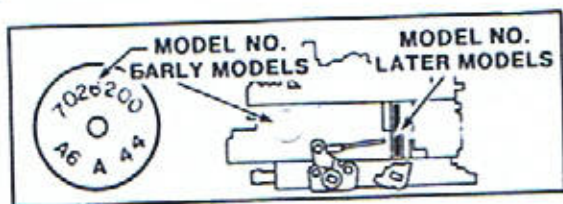
Carb Kit contains all necessary parts and instructions to tune-up your Rochester Carburetor properly. When similar parts are contained in the Carb Kit, choose the ones that most closely match the existing parts. Some parts in the kit may not be needed.

1. **DISASSEMBLE** carburetor. Use accompanying exploded view as a guide.

- Remove pump lever by driving roll pin through far enough to permit release of lever.
- Remove air horn screws. See tightening sequence for locations.
- Power piston and retainer removal: (A) Plastic Retainer, press down and release with a snap, or (B) Spring Clip, push up on clip to release, or if No Visible Retainer, use needle nose pliers to pull up on metering rod hanger.
- Turn idle mixture needles clockwise and record number of turns needed to lightly bottom them, for use during reassembly. Remove needles.

2. **CLEAN** carburetor by soaking in an approved cold immersion type cleaner, such as Delco X-55 Metallic Parts Cleaner. Solenoids, choke cover, float, float bowl inserts, vacuum breaks, seals or other parts containing rubber, should not be placed in carburetor cleaner. All passages should be blown out with compressed air.

3. **REASSEMBLE** carburetor and **ADJUST** following sequence illustrated. Refer to model number for specifications.



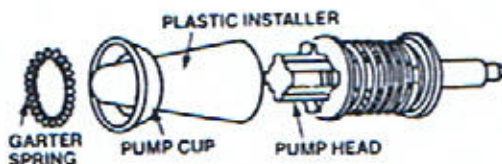
- On all models with choke housing mounted on float bowl, install new intermediate choke shaft seal in bowl. Lip faces outward. On Hot Air Choke models, install additional shaft seal in choke housing. Lip faces float bowl.

- Do Not install float needle pull clip into holes on float arm.

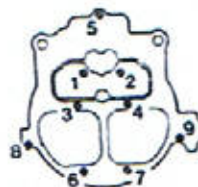
- Power piston installation: (A) Install plastic retainer flush with top of casting, or (B) Seat spring clip retainer in casting, or (C) Compress split ring in center of piston and push piston down in bore, or (D) If no retainer, push piston down in bore to engage pin extension with throttle body gasket.

- If present pump is assembled with a BLUE Viton cup, do not remove or replace cup. (See catalog for replacement pump assembly.)

Otherwise, remove cup (with garter spring, if used) from pump head. Install new cup (with new garter spring, if used) on pump head. Plastic Installer may assist installation.



- Tighten Air Horn Screws in numerical sequence.

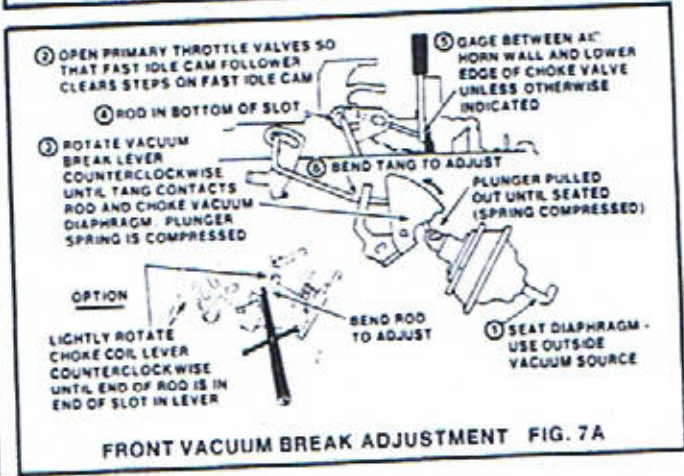
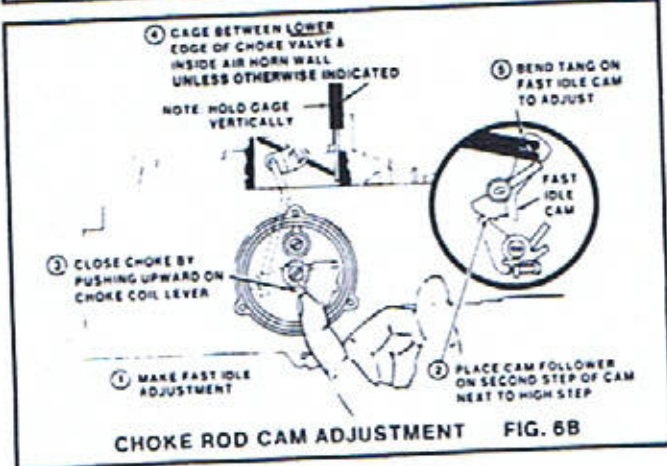
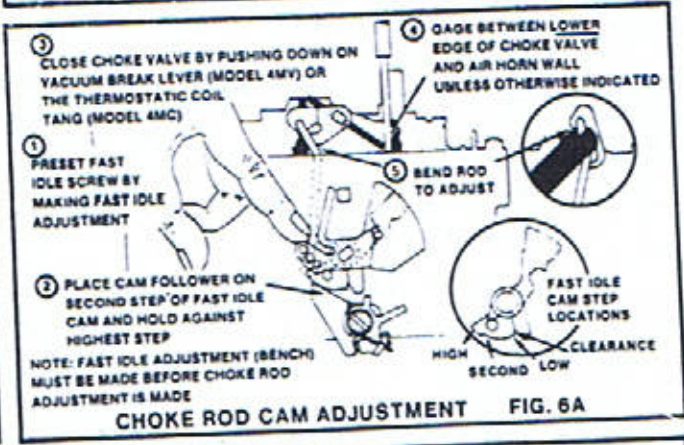
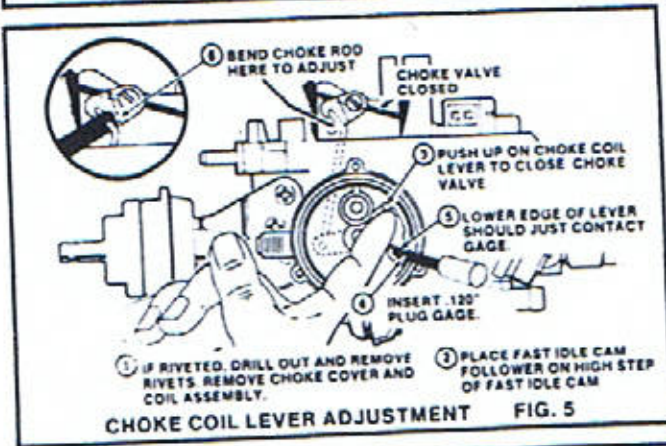
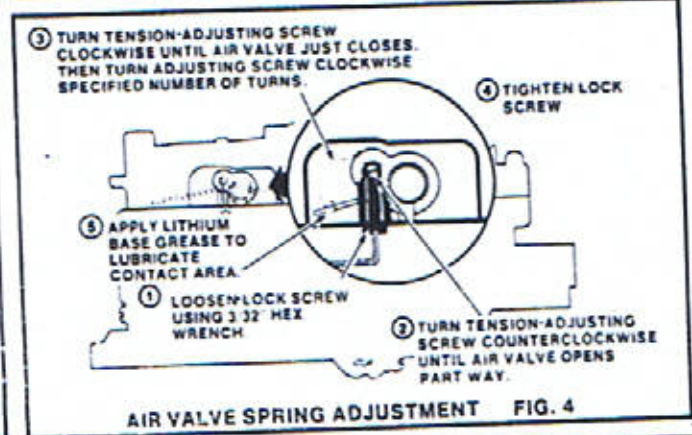
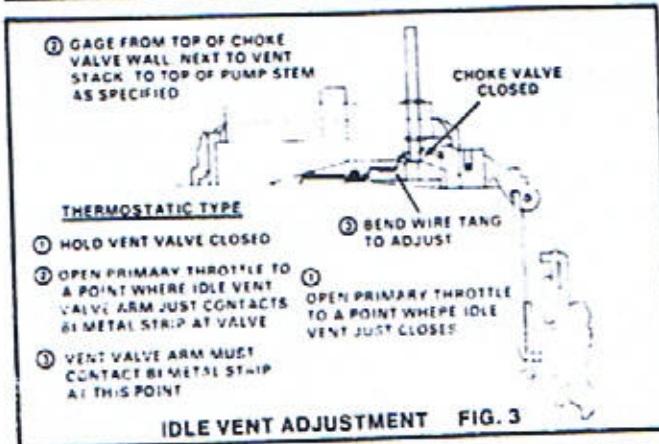
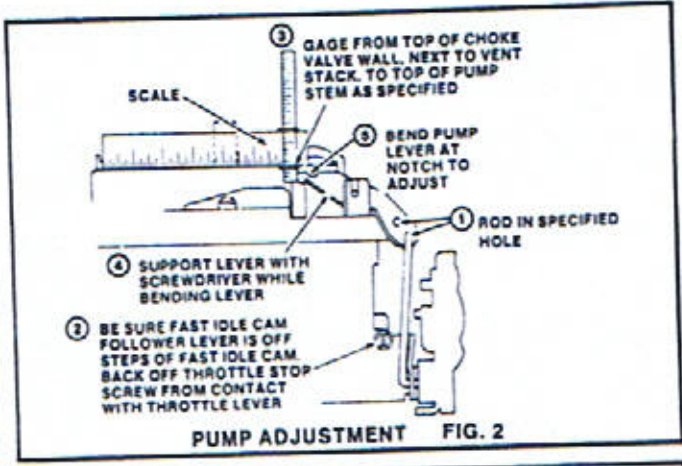
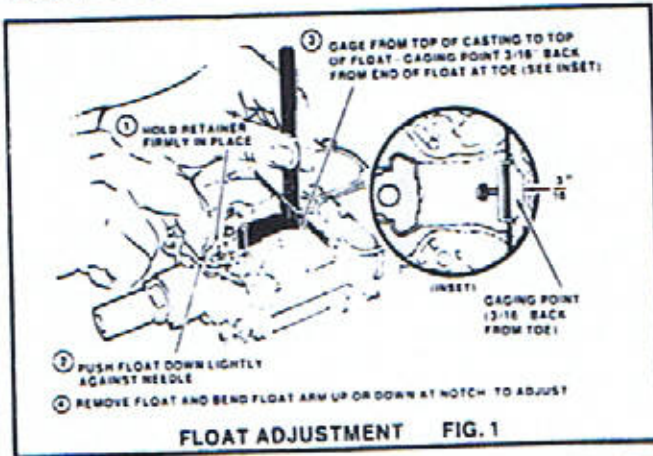


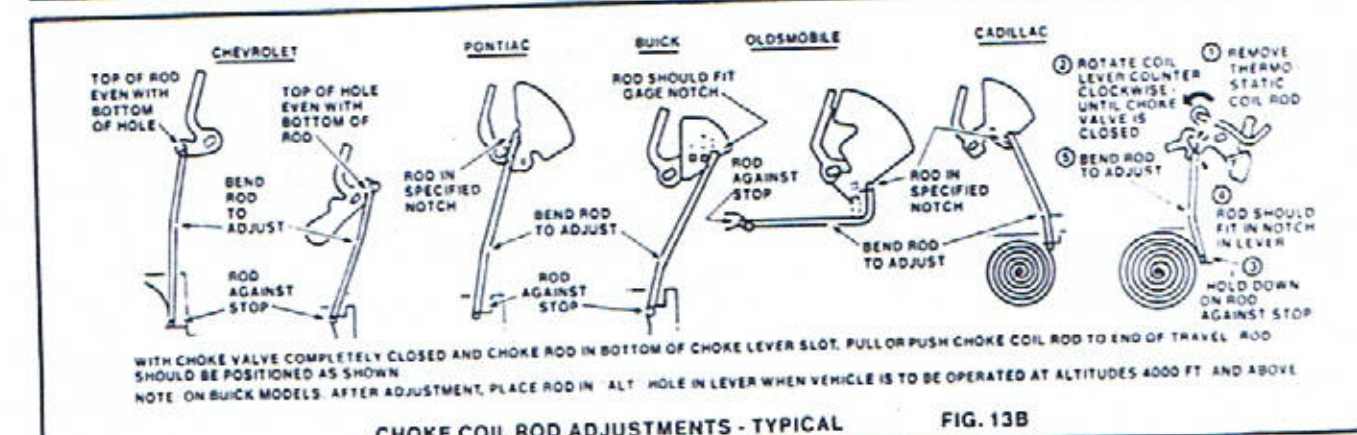
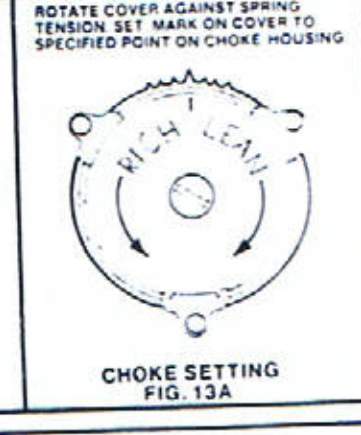
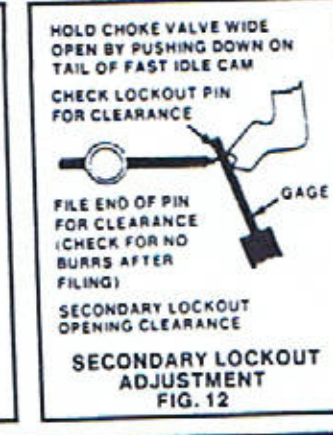
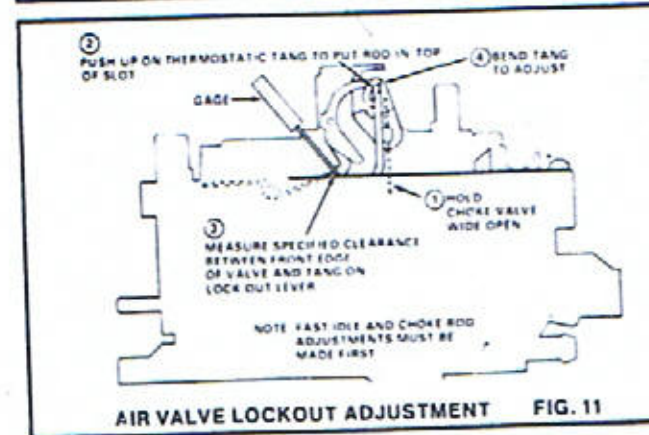
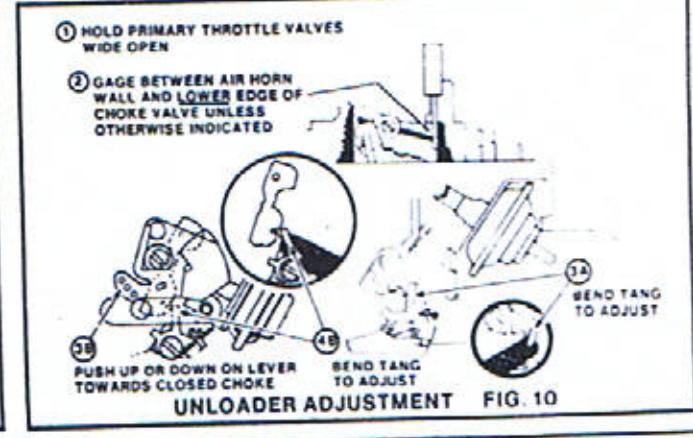
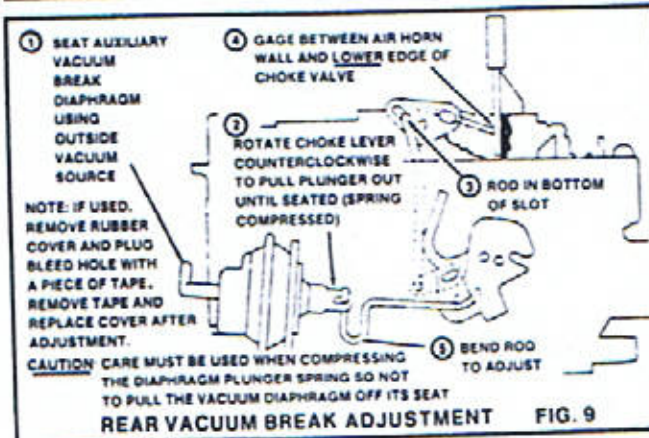
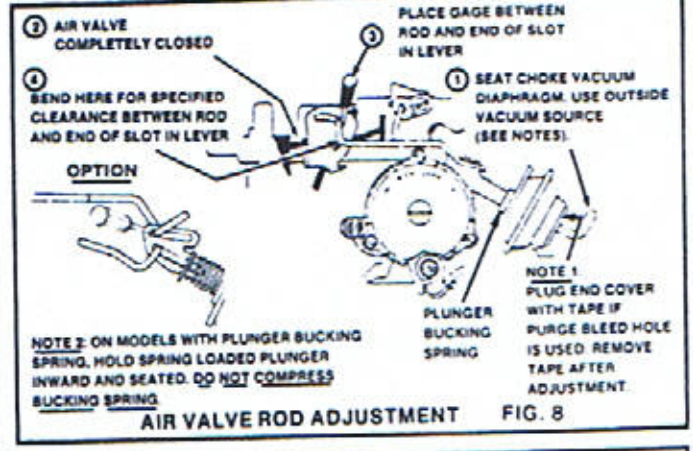
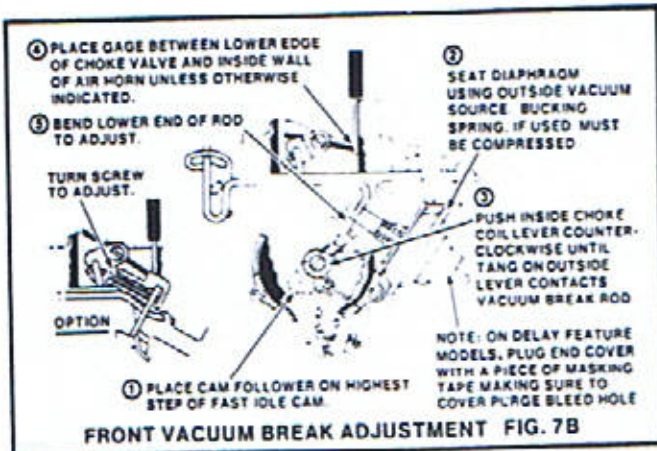
- Do Not install a gasket between electric choke cover and choke housing. This contact provides the ground for the electric choke.

4. Reinstall carburetor. Torque long mounting bolts to 8 ft. lbs. and SHORT mounting bolts to 14 ft. lbs.

**NOTICE:** The air cleaner and flange gaskets supplied in this kit were not intended for use in Marine or Industrial applications. Refer to such manufacturer for recommended gaskets.

5. Adjust idle mixture and speed according to vehicle manufacturer's specifications.





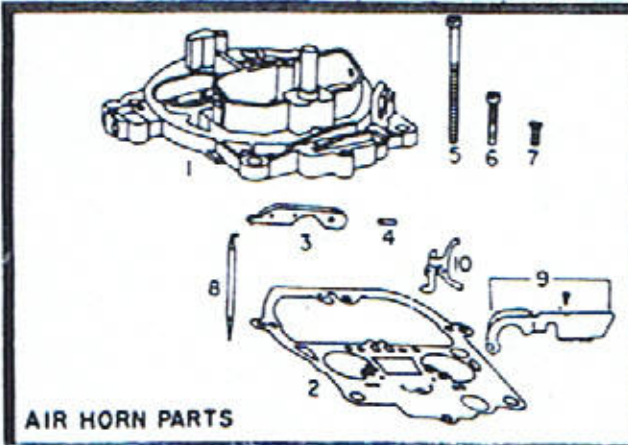


MODEL 4MC QUADRAJET  
**1973-76 GMC-MOTOR HOME**  
 455 CUBIC INCH OLDS ENGINE

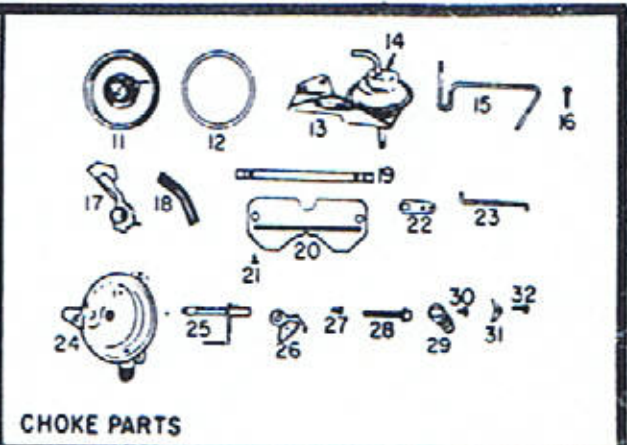
PAGE: 1  
 REPLACES 9C-4000  
 DATED JANUARY 1975

*And early 1977 with 455 Engine*

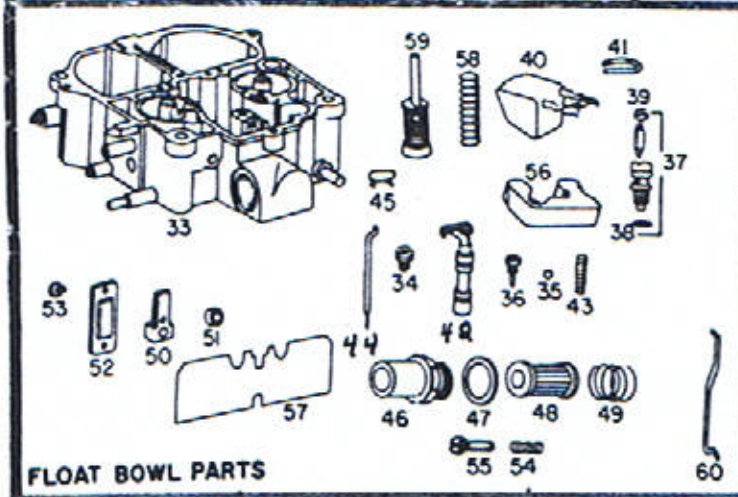
PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER



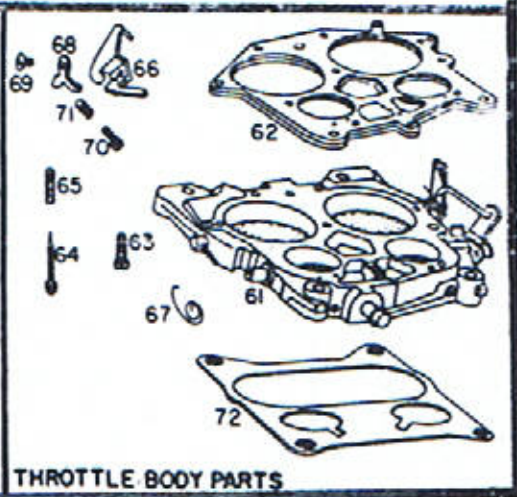
AIR HORN PARTS



CHOKE PARTS



FLOAT BOWL PARTS



THROTTLE BODY PARTS

**PARTS IN ALL COLUMNS SAME — EXCEPT WHERE INDICATED**

Illus. No.	1975-76			APPLICATION
	1973-74	FED	CALIF.	
	7043254	7045254	7045554	CARBURETOR No.
	24-404	24-405	24-406	REPLACEMENT PACKAGE No.
	7046812	17051886	17051886	OVERHAUL KIT
	<i>76057-9258</i>	<i>76057-9269</i>	<i>76057-9269</i>	POWER CARBURETOR KIT
	40-419	40-428	40-428	GASKET SET
AIR HORN PARTS				
1	7047976	7047976	17051386	Air Horn Assembly
2	7029087			Gasket—Air Horn
3	7048169			Lever—Pump Actuating
4	9428787			Roll Pin—Pump & Lockout Lever Hinge
5	7029912			Screw—Air Horn
6	7014699			Screw—Air Horn
7	7031105			Screw—Air Horn
8	7045780			Metering Rod—Secondary
9	7034522			Sec. Metering Rod Holder Kit
10	7037968			Lever—Air Valve Lockout
—	7035344			Air Valve Spring & Cam Kit
—	7030753			Air Valve Stop

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

PRINTED IN U.S.A.  
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	7043254	7045254	7045554	CARBURETOR No.
<b>CHOKE PARTS</b>				
Illus. No.				
11	7036881			Stat Cover, Coil & Gasket Assy.
12	7002760	17050961	17050961	Gasket—Stat Cover
13	7047499			Vacuum Break Control & Brkt. Assy.
✓ 14	7040031			Vacuum Break Control Assy.
15	7038305			Rod—Vacuum
16	7038581			Screw—Control Attaching
17	7035199			Cam—Fast Idle
18	7026339			Hose—Vacuum
19	7038259			Choke Shaft
20	7045665			Choke Valve
21	7029866			Screw—Choke Valve
22	7031231			Lever—Intermediate Choke
23	7038269			Rod—Choke
24	7036880			Choke Housing Assembly
25	7038282			Inter. Choke Shaft & Lever Assy.
—	7037569			Seal—Inter. Choke Shaft
—	7030662	7043367	7043367	Seal—Choke Hsg. to Bowl
26	7038285			Lever—Stat Coil
27	7019709			Screw—Coil Lever
28	7038808			Screw—Choke Hsg. to Bowl
29	7038301			Lever—Choke
30	7029866			Screw—Choke Lever
31	7000614			Retainer—Stat Cover
32	7011270			Screw—Stat Cover
<b>FLOAT BOWL PARTS</b>				
33	7046757			Float Bowl Assembly
✓ 34	7031970	7031970	7031968	Jet—Primary
35	7002117			Ball—Pump Discharge
36	7029849			Retainer—Pump Discharge Ball
✓ 37	30-142			Needle & Seat Assy.
38	KIT ONLY			Gasket—Needle Seat
39	7033751			Pull Clip—Float Needle
✓ 40	<del>7033752</del> 7046301			Float Assembly
41	7029856			Hinge Pin—Float Assembly
✓ 42	7034903			Power Piston Assembly
✓ 43	7036019			Spring—Power Piston
✓ 44	7046338			Metering Rod—Primary
45	7029862			Spring—Metering Rod—Primary
46	7045878			Filter Nut—Fuel Inlet
✓ 47	7024281			Gasket—Filter Nut
✓ 48	GF-441			Filter—Fuel Inlet
49	7032732			Spring Fuel Filter
50	—			Idle Compensator Assembly
51	—			Gasket—Idle Compensator
52	—			Cover—Idle Compensator
53	—			Screw—Cover Attaching
54	7003176			Spring—Idle Stop Screw
55	7002121			Screw—Idle Stop
56	7034361			Insert—Float Bowl
57	7031365			Baffle—Float Bowl
58	7004597	7041169	7041169	Spring—Pump Return
✓ 59	7035031			Pump Assembly
60	7026138			Rod—Pump
<b>THROTTLE BODY PARTS</b>				
61	7048811	17052803	17051396	Throttle Body Assembly
✓ 62	KIT ONLY			Gasket—Throttle Body
63	7035790			Screw—Throttle Body
64	7048532			Idle Needle
65	7011479			Spring—Idle Needle
66	7038298			Lever—Cam Follower
67	7035772			Spring—Cam Lever
68	7035998			Fast Idle Lever
69	7035523			Screw—Fast Idle Lever
70	7044794			Screw—Fast Idle Adjusting
71	7029900			Spring—Fast Idle Screw
✓ 72	412501	419047	419047	Gasket—Flange

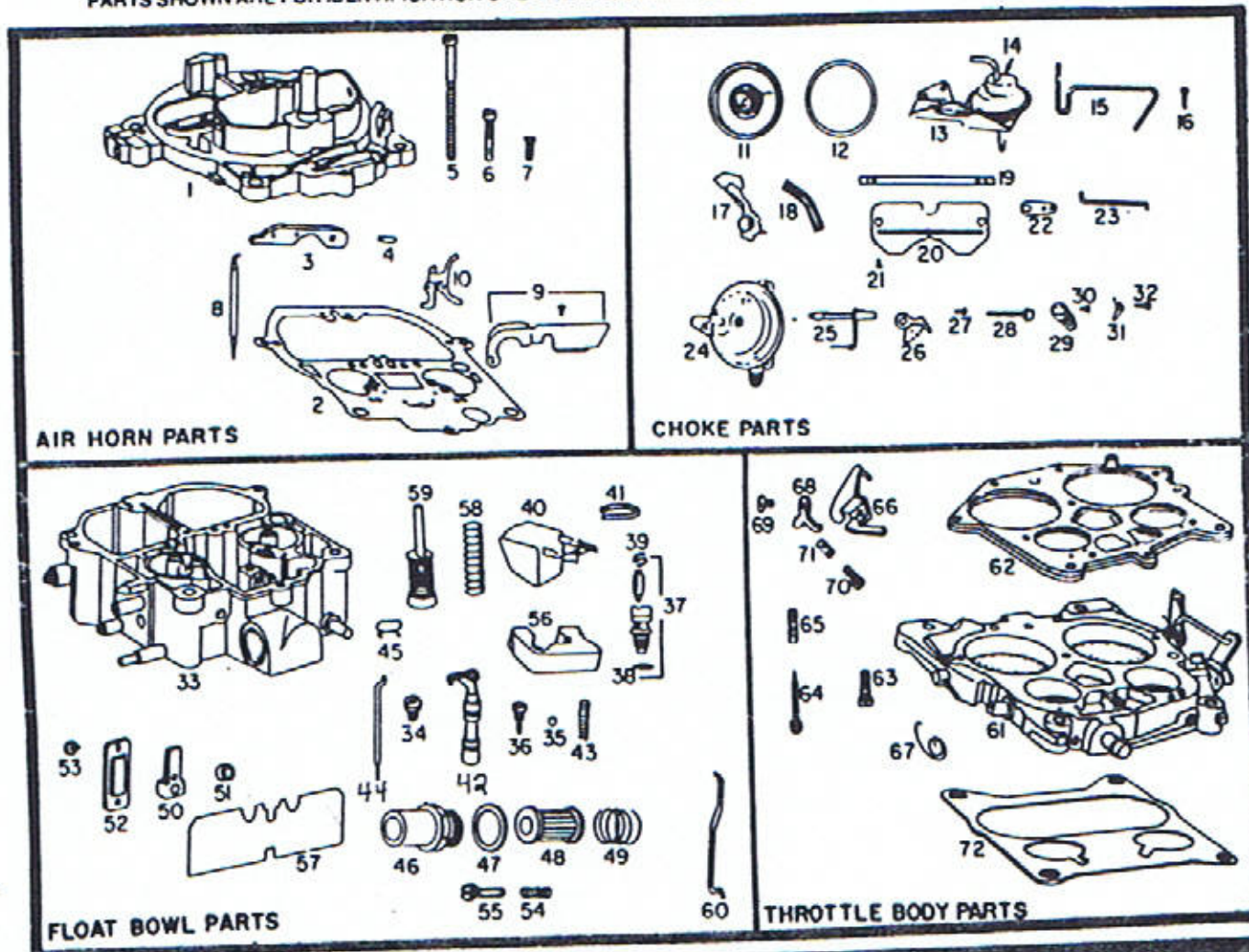


# Delco Carburetor

MODEL M4MC QUADRAJET  
1977 GMC MOTOR HOME  
403 CUBIC INCH OLDS ENGINE

BULLETIN: 9C-4001  
DATE: NOVEMBER 1977  
PAGE: 1  
REPLACES 9C-4001  
DATED NOVEMBER 1976

PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER



PARTS IN ALL COLUMNS SAME — EXCEPT WHERE INDICATED

	FEDERAL	CALIFORNIA	APPLICATION
	17057254	17057559	CARBURETOR No.
	24-407	24-411	REPLACEMENT PACKAGE No.
	17055499	17055923	OVERHAUL KIT
	9319	9319	POWER CARBURETOR KIT
	40-454	40-454	GASKET SET
AIR HORN PARTS			
Illus. No.	FEDERAL	CALIFORNIA	DESCRIPTION
1	17055497	17055919	Air Horn Assembly
2	17051797		Gasket—Air Horn
3	7049169		Lever—Pump Actuating
4	9428787		Roll Pin—Pump & Lockout Lever Hinge
5	7029912		Screw—Air Horn
6	7014699		Screw—Air Horn
7	7031105		Screw—Air Horn
8	7045780		Metering Rod—Secondary
9	7034522		Sec. Metering Rod Holder Kit
10			Lever—Air Valve Lockout
	7035344		Air Valve Spring & Cam Kit
			Air Valve Stop



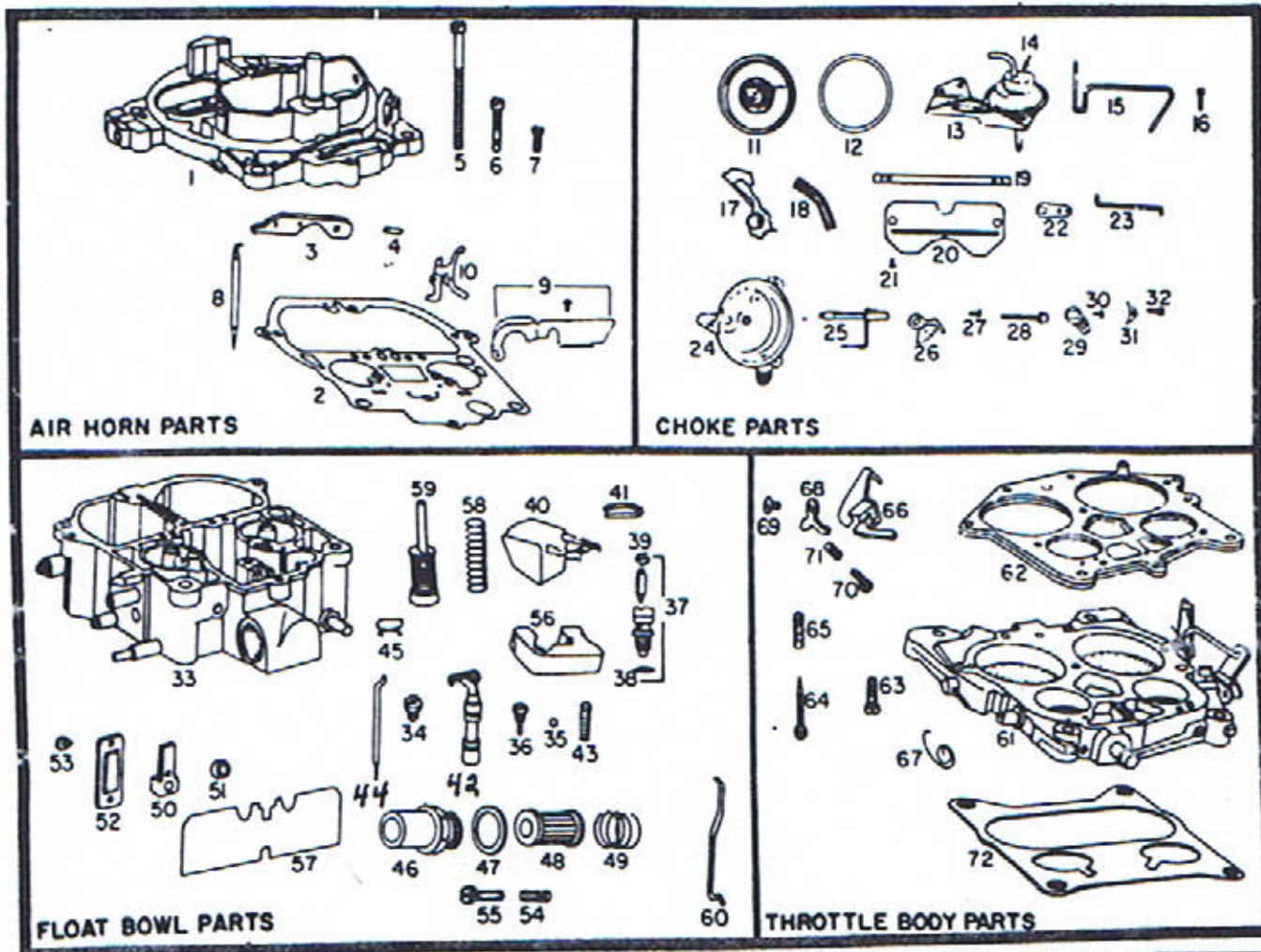
	17057254	17057559	CARBURETOR No.
	CHOKE PARTS		
Illus. No.			
11	17054309		Stat Cover, Coil & Gasket Assy.
12	17050961		Gasket-Stat Cover
13	7044435		Vacuum Break Control & Bracket Assy.
14	-		Vacuum Break Control Assy.
15	7041527		Rod-Vacuum
16	17050732		Screw-Control Attaching
17	17056631	17056632	Cam-Fast Idle
18	7026339		Hose-Vacuum
19	7038259		Choke Shaft
20	7048904		Choke Valve
21	7029868		Screw-Choke Valve
22	7031231		Lever-Intermediate Choke
23	7041472		Rod-Choke
24	17055095	17055922	Choke Housing Assembly
25	7041482		Intermediate Choke Shaft & Lever Assy.
-	7037689		Seal-Intermediate Choke Shaft
-	7043367		Seal-Choke Hsg. to Bowl
26	7043368		Lever-Stat Coil
27	7019709		Screw-Coil Lever
28	7038808		Screw-Choke Hsg. to Bowl
29	7041542		Lever-Choke
30	7029868		Screw-Choke Lever
31	7000814		Retainer-Stat Cover
32	7011270		Screw-Stat Cover
	FLOAT BOWL PARTS		
33	17055498	17055921	Float Bowl Assembly
34	7031975	7031978	Jet-Primary
35	7002117		Ball-Pump Discharge
36	7029849		Retainer-Pump Discharge Ball
37	30-134		Needle & Seat Assy.
38	KIT ONLY		Gasket-Needle Seat
39	7033751		Pull Clip-Float Needle
40	7046300		Float Assembly
41	7041469		Hinge Pin-Float Assembly
42	7044449		Power Piston Assembly
43	7036019	17055329	Spring-Power Piston
44	17056955	17051353	Metering Rod-Primary
45	7041459		Spring-Metering Rod-Primary
46	7044951		Filter Nut-Fuel Inlet
47	7024281		Gasket-Filter Nut
48	GF-441		Filter-Fuel Inlet
49	7032732		Spring Fuel Filter
50	-	-	Idle Compensator Assembly
51	-	-	Gasket-Idle Compensator
52	-	-	Cover-Idle Compensator
53	-	-	Screw-Cover Attaching
54	7003176		Spring-Idle Stop Screw
55	7002121		Screw-Idle Stop
56	7041471		Insert-Float Bowl
57	7031365		Baffle-Float Bowl
58	7042979		Spring-Pump Return
59	17053072		Pump Assembly
60	7026138		Rod-Pump
-	7044330		Insert-Ancroid Cavity
-	7041473		Lever-Secondary Lockout
	THROTTLE BODY PARTS		
61	17058885	17054744	Throttle Body Assembly
62	KIT ONLY		Gasket-Throttle Body
63	7035790		Screw-Throttle Body
64	7048532		Idle Needle
65	7011479		Spring-Idle Needle
66	7041497		Lever-Cam Follower
67	17051494		Spring-Cam Lever
68	7041498		Fast Idle Lever
69	7036079		Screw-Fast Idle Lever
70	7044794		Screw-Fast Idle Adjusting
71	7029900		Spring-Fast Idle Screw



MODEL M4MC QUADRAJET  
1978 GMC MOTOR HOME  
403 CUBIC INCH OLDS ENGINE

DATE: NOVEMBER 1977  
PAGE: 1  
Bulletin 9c-4002

PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER



PARTS IN ALL COLUMNS SAME — EXCEPT WHERE INDICATED

	FEDERAL	CALIFORNIA	APPLICATION
	17058254	17058559	CARBURETOR No.
	24-409	24-410	REPLACEMENT PACKAGE No.
	17055634	17065041	OVERHAUL KIT
	9341		POWER CARBURETOR KIT
	40-466		GASKET SET
Illus. No.	AIR HORN PARTS		
1	17055632	17065038	Air Horn Assembly
2	17056357		Gasket—Air Horn
3	7048189		Lever—Pump Actuating
4	9428787		Roll Pin—Pump & Lockout Lever Hinge
5	7029912		Screw—Air Horn
6	7014699		Screw—Air Horn
7	7031105		Screw—Air Horn
8	7045780		Metering Rod—Secondary
9	7034522		Sec. Metering Rod Holder Kit
10			Lever—Air Valve Lockout
	7035344		Air Valve Spring & Cam Kit
			Air Valve Stop

	17058254	17058559	CARBURETOR No.
Illus. No.	CHOKE PARTS		
11	17054309		Stat Cover, Coil & Gasket Assy.
12	17050961		Gasket—Stat Cover
13	7044435		Vacuum Break Control & Bracket Assy.
14	-	-	Vacuum Break Control Assy.
15	7041527		Rod—Vacuum
16	17050732		Screw—Control Attaching
17	17056631	17056632	Cam—Fast Idle
18	7026339		Hose—Vacuum
19	7038259		Choke Shaft
20	7048904		Choke Valve
21	7029866		Screw—Choke Valve
22	7031231		Lever—Intermediate Choke
23	7041472		Rod—Choke
24	17055613	17065040	Choke Housing Assembly
25	17050754		Intermediate Choke Shaft & Lever Assy.
-	7037569		Seal—Intermediate Choke Shaft
-	7043367		Seal—Choke Hsg. to Bowl
26	7043388		Lever—Stat Coil
27	7019709		Screw—Coil Lever
28	7038808		Screw—Choke Hsg. to Bowl
29	7041542		Lever—Choke
30	7029866		Screw—Choke Lever
31	7000614		Retainer—Stat Cover
32	7011270		Screw—Stat Cover
	FLOAT BOWL PARTS		
33	17055633	17065039	Float Bowl Assembly
34	<del>7031974</del>	<del>7031978</del>	<del>Jet—Primary</del>
35	7002117		Ball—Pump Discharge
36	7029849		Retainer—Pump Discharge Ball
37	30-134		Needle & Seat Assy.
38	KIT ONLY		Gasket—Needle Seat
39	7033751		Pull Clip—Float Needle
40	7046300		Float Assembly
41	7041469		Hinge Pin—Float Assembly
42	7044449		Power Piston Assembly
43	7036019	17055329	Spring—Power Piston
44	<del>17056053</del>	<del>17061353</del>	<del>Metering Rod—Primary</del>
45	7041459		Spring—Metering Rod—Primary
46	17059861		Filter Nut—Fuel Inlet
47	7024281		Gasket—Filter Nut
48	GF-441		Filter—Fuel Inlet
49	7032732		Spring Fuel Filter
50	-		Idle Compensator Assembly
51	-		Gasket—Idle Compensator
52	-		Cover—Idle Compensator
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57	7031365		Baffle—Float Bowl
58	7042979		Spring—Pump Return
59	17053072		Pump Assembly
60	7026138		Rod—Pump
-	17051796		Insert—Aneroid Cavity
-	7041473		Lever—Secondary Lockout
	THROTTLE BODY PARTS		
61	17058648	17058984	Throttle Body Assembly
62	KIT ONLY		Gasket—Throttle Body
63	7035790		Screw—Throttle Body
64	7048532		Idle Needle
65	7011479		Spring—Idle Needle
66	7041497		Lever—Cam Follower
67	17051494		Spring—Cam Lever
68	7041498		Fast Idle Lever
69	7036079		Screw—Fast Idle Lever
70	7044794		Screw—Fast Idle Adjusting
71	7029900		Spring—Fast Idle Screw

# GMC MOTORHOME ENGINE & CARBURETOR

## PART NUMBERS

Year	GM Engine No. 78Z Parts Book	GM Carburetor No. 78Z Parts Book	<i>Delco</i> Rochester Carburetor No.	GM Carb Overhaul No. 78Z Parts Book	AC Delco Overhaul No.	Notes
<u>55 Engines</u>						
973	413610	7047354	7043254	7046812		(1975) Prior to Serial No. 5V100472
974 - 1975*	416542	7047354	7043254	7046812		(1975) After Serial No. 5V100472
975* - 1977	417794	7047554	7045254	17051886		
975* - 1977	77418694 Calif.	7047555	7045554	17051886??		Includes all 1975 engines

## 03 Engines

977	556626	17055154	17057254	17055499		
977	556627 Calif.	17055155	17057559	17055499		
978	561032	17058254 same	17058254	17055634		
978	561033 Calif.	17058559 same	17058559	17055634		

Rochester Carburetor is part of the General Motors family and as such is part of the GM Part Number system. These Rochester numbers are listed since they are older numbers that were used on earlier model Toronado and/or Eldorado automobiles and these carburetors may be valid or spare parts, etc. As an example you might find a 1972 Toronado carburetor that has a 7043254 part number on it. That carburetor may have been consolidated into another GM part number, and/or superseded by a new GM part number. It should also be pointed out that the Rochester Quadrajet carburetors for Toronado and/or Eldorado automobiles are different than the GMC motorhome carburetor. Whenever you see a GM part number different than the one listed for an application, you can be assured that it is not the same part, it maybe very close and possibly interchangeable with the other part, otherwise GM would not have given it a new part number. Many GMC motorhomes carburetors have been changed over the years and are probably being operated with the wrong carburetors on them and they can possibly cause premature engine failure.

talk to Bob

## CARBURETOR SHOP PRICE LIST

### ROCHESTER CARBURETORS

#### Remanufactured Quadrajets

Early 65-76

Late 77-Up Non Computerized

Stage 1	Early*	\$ 250.00
Stage 2	Early*	275.00
Stage 3	Early*	300.00
Stage 1	Late Heat Choke	200.00
Stage 1	Late Electric Choke	235.00
Stage 2	Late Heat Choke	225.00
Stage 2	Late Electric Choke	260.00
Stage 3	Late Heat Choke	250.00
Stage 3	Electric Choke	285.00

\*Early style carburetors availability subject to core availability.

Rebuild on your Rochester Carburetors sent in.

#### Four Barrel Quadrajets

Stage 1		99.95
Stage 2		124.00
Stage 3		144.95
Stage 1	Computerized	125.95
Stage 2	Computerized	144.95
Two Barrel Dueljet		
Stage 1		89.95
Stage 2		114.95
Stage 1	Computerized	115.95
Stage 2	Computerized	140.95
Two Barrel 2G		
Stage 1	Street	99.95
Stage 1	Race	115.95
Stage 2	Race	215.95

### ROCHESTER TBI AND TPI

Rebuild and modifications on your unit sent in.

TPI		
Stage 1	Bored with larger throttle blades	189.00
TBI		
Stage 1	Bored with larger throttle blades	189.00
Stage 2	Complete rebuild, throttle shaft bushings and stage 1 work	289.00
Stage 3	Clean injectors, check spray pattern, pressure leakdown test, and stage 1 & 2 work	339.00

### BASE PLATE THROTTLE SHAFT BUSHINGS

All Quadrajets, primary side	30.00
All Dueljets	30.00
2G	30.00
All Square bore holley, primary side	45.00
Rochester TPI	45.00
Rochester TBI	45.00
If secondary side needs bushings also add	20.00

### ROCHESTER QUADRAJET BIG BORE

Bore primary throttle bore and install larger throttle blades	50.00
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X ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE X

SEE OTHER SIDE

talk to Bob

# CARBURETOR SHOP PRICE LIST

## ROCHESTER CARBURETORS

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Stage 2	.....	114.95
Stage 1	Computerized	115.95
Stage 2	Computerized	140.95

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Stage 1	Race	115.95
Stage 2	Race	215.95

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# BRAD URBAN'S CARBURETOR SHOP

1457 E. Philadelphia #24 • Ontario, CA 91761  
(909) 947-7744 • (909) 947-9722

**ORDER BLANK**

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

### VEHICLE INFORMATION

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Engine Size \_\_\_\_\_ Transmission  Automatic  Standard

2 Wheel Drive  4 Wheel Drive  Cruise Control

### ENGINE SPECIFICATIONS

Intake Manifold \_\_\_\_\_ Type Of Heads \_\_\_\_\_

Stock Heads:  Yes  No Modifications To Heads \_\_\_\_\_

Headers:  Yes  No  Dual Exhaust  Single Exhaust

Type Of Mufflers \_\_\_\_\_ Air Filter  Open  Stock

CAM: Advertised Duration \_\_\_\_\_ At .50 \_\_\_\_\_ Lift \_\_\_\_\_

Gears \_\_\_\_\_ Compression \_\_\_\_\_ Maximum RPM \_\_\_\_\_

How Driven:  Street  Strip  Street & Strip  Towing

Altitude Where Driven \_\_\_\_\_

**FOR CARBURETORS BEING SHIPPED TO YOU, PLEASE CALL FOR SHIPPING COSTS**

### SMALL PARTS

Part ID#	Description	Quantity	Unit Price	Total

Sub Total

Alaska, Hawaii, and Puerto Rico  
Please check for shipping charges  
with us or U.P.S.

California, add sales tax at the percent rate for your county. Tax

COD add \$3.75

Shipping up to 2 lbs. Ground add \$2.75, 2 Day Air add \$5.75