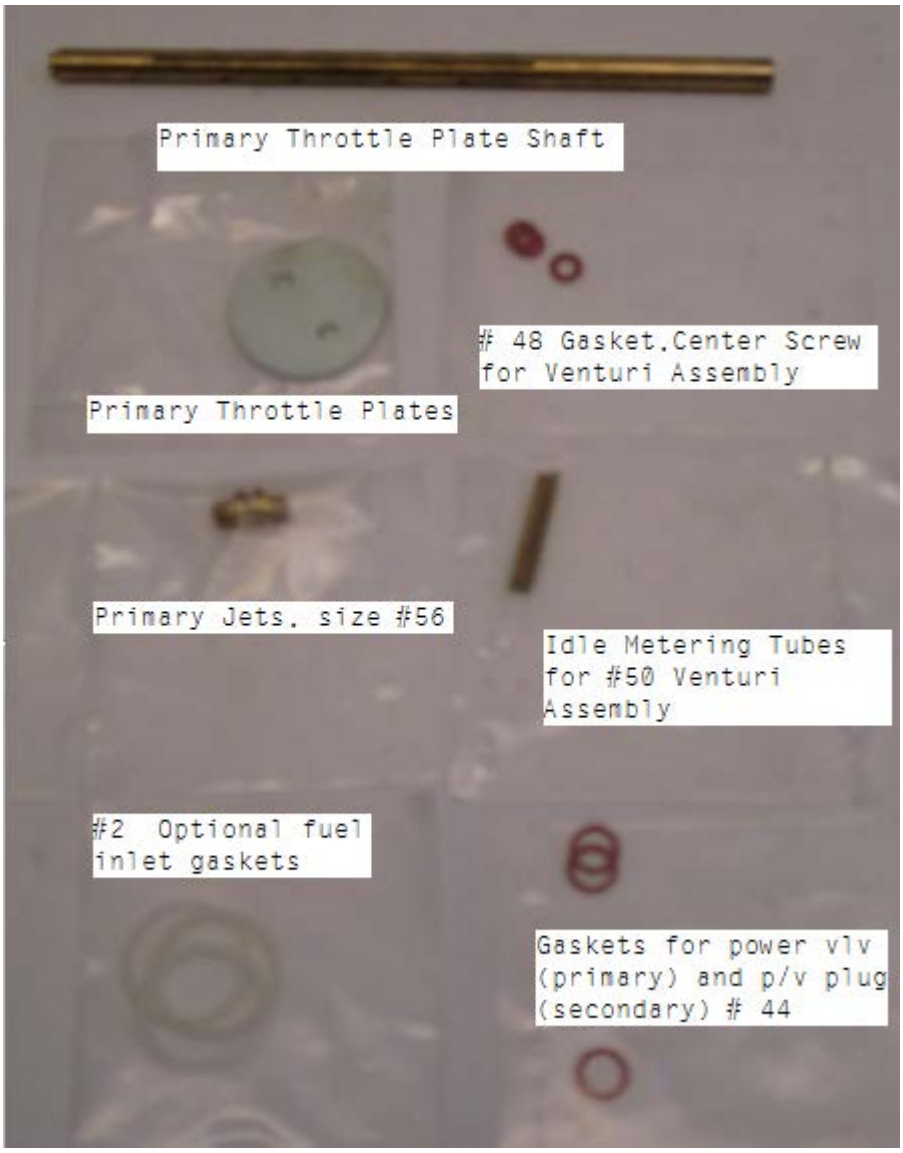
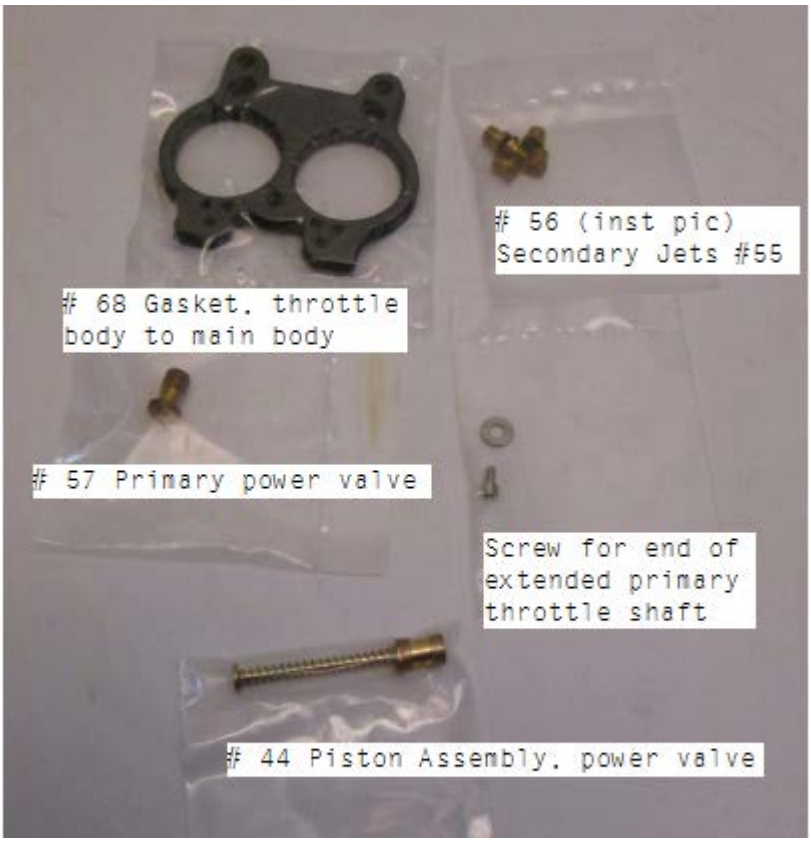
910-11589 Base Kit –
Rochester Tri Power Carb small parts kit contents:




Plugs for choke. #s 20. 10. 11. 12
#73 Base gasket
38 Gasket. air horn
51 Gasket. Venturi
Plugs for Secondary power valves. #44


56 (inst pic) Secondary Jets #55
68 Gasket. throttle body to main body
57 Primary power valve
Screw for end of extended primary throttle shaft
44 Piston Assembly. power valve

Installation of Rochester
2 GC Tri-Power Base Kit

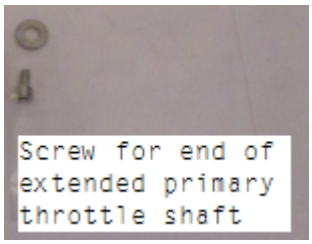
Modifications to center (primary) carb

1) Remove, disassemble, and clean carb as you would for a normal rebuild.

NOTE: Refer to the enclosed exploded view for proper part placement and nomenclature. This kit does not include all components listed in the illustration.

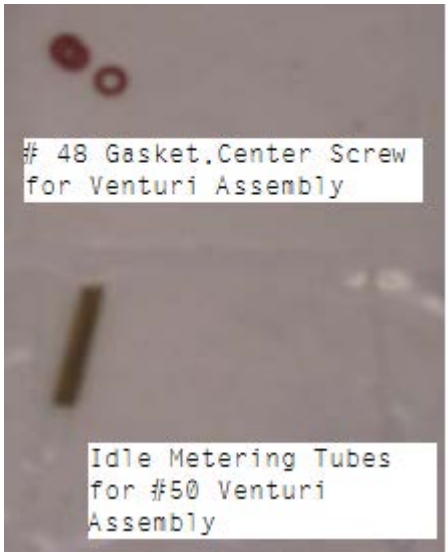
2) To install the extended throttle shaft, start by looking closely at the old throttle blades in the baseplate. Note how they seat in the throttle bore and the orientation of the bevel on the edge of the throttle blades. Remove the screws securing the throttle blades to the throttle shaft (in some applications where the end of the throttle shaft screw has been peened over it may be necessary to use a small file to remove peened portion of screw flush with throttle shaft), and remove blades, then slide throttle shaft out of baseplate.

3) Grind off peened end of old throttle shaft which secures it to the throttle arm. Remove throttle arm. Install throttle arm on double D end of new extended throttle shaft and secure with washer and screw. Use Loctite on screw to prevent it from working loose.



4) Insert the new throttle shaft into the baseplate. Install the new throttle blades in the throttle shaft, recalling your notes from disassembly. Use a dab of Loctite on all of the throttle blade screws and install all 4 screws loosely. While holding light pressure on the throttle arm toward the throttle closed position, manipulate the throttle blades until you have a positive seal all around both throttle blades, tighten all 4 screws in this position.
Operate the throttle arm to wide open throttle and back to idle and verify that blades close fully, and open 90 degrees at wide open throttle, with no sticking or binding.

5) Remove the 3 screws from the venturi booster cluster, noting that the long center screw has a hard fiber seal washer.
6) Remove the small idle jet metering tubes (2) from the outer edge of the cluster. Install the new idle metering tubes into the cluster, using care not to bend or damage the tube.



7) Replace the (2) original main metering jets with the #56 jets included with the kit.

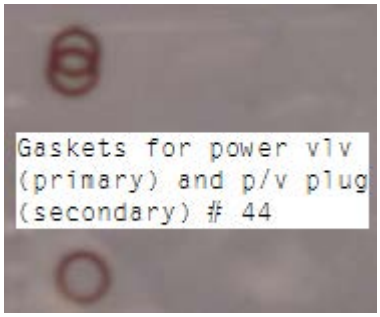
8) With the carb top inverted, grasp the power valve piston with a pair of pliers and extract it from the housing.
Insert the new power valve piston assembly into the top housing, press the retainer washer into the recess of the casting, and use a small punch to stake the washer in place. Install new power valve into the lower main body.

9) Reset the float level as illustrated. Set dimension at ¾" from float seam to gasket.
10) Reassemble carb and install on manifold with a new gasket (included).

Modifications to the 2 (secondary) end carbs

1) Remove, disassemble, and clean carbs as you would for a normal rebuild.

2) Remove the power valves and power valve piston assemblies from the carbs. Install the power valve plug and new gasket in place of the power valve into the lower main body of each carb.

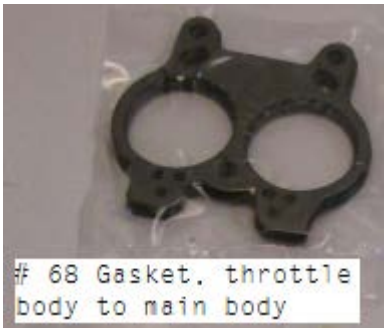


Don't worry about plugging the casting hole where the power valve piston was removed, the base plate eliminates the vacuum source to this port.

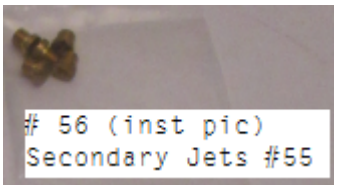
3) Remove screws securing the choke plate to the choke shaft. Remove and discard choke plate, shaft, and all related choke components from each carb. Insert the 4 small chrome plugs into the choke shaft bosses in the upper casting.

4) Reset the float level as illustrated. Set dimension at ¾" from float seam to gasket.

5) Install new base plates onto carb bodies using the supplied gaskets.

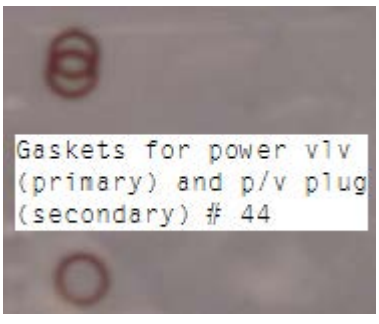


6) Remove original main metering jets and install the #55 jets included in the kit.



NOTE: On smaller cubic inch engines, the amount of fuel injected into the engine by three accelerator pumps when advancing to WOT may cause black smoke out of the exhaust and an excessively rich condition. To reduce the amount of accelerator pump shot on the secondary carbs remove the accelerator pump assembly (item #43 in illustration) from the upper air horn housing. Compress spring and remove C clip retainer. Cut up to 5 full coils off of the accelerator pump spring.
Reassemble accelerator pump and reinstall in air horn. Each engine combination is different; some fine tuning is normally required.

7) Reassemble carbs and install on manifold with new gaskets (included).



Rochester Carburetor 2 Barrel
Models: 2G, 2GC, 2GV

1) Carefully read the text in the previous pages to become familiar with the content of this instruction sheet before performing carburetor overhaul.

2) The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
PART LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT

3) Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.

4) Parts list shown DOES NOT Reflect the contents of the kit.

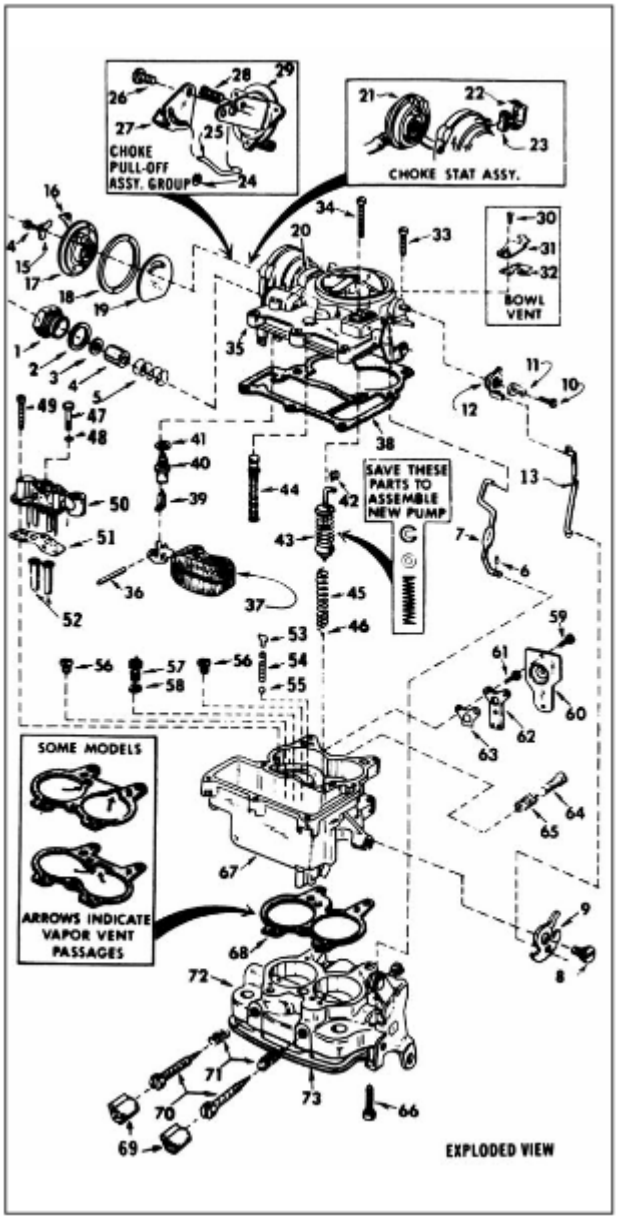
5) Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING
Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

CAUTION:
When cleaning with solvent do not soak or spray parts containing rubber leather plastic and electrical components.

1	Adapter Fuel Inlet	38	Gasket, Air Horn
2	Gasket, Adapter	39	Needle, Fuel Inlet
3	Gasket, Fuel Filter	40	Seat, Fuel Inlet
4	Filter, Fuel Inlet	41	Gasket Seal
5	Spring, Override Filter	42	Clip, Pump Piston
6	Clip, Pump Rod Lower	43	Piston Assembly, Pump
7	Rod, Pump Piston	44	Piston Assembly, Power Valve
8	Screw, Fast Idle Cam	45	Spring, Piston Return
9	Cam, Fast Idle	46	Ball Check, Pump Intake (Small)
10	Screw, Lever, Trip	47	Screw, Center, Venturi Assembly
11	Lever, Trip	48	Gasket, Center Screw
12	Lever, Engaging Choke	49	Screw, Mounting, Venturi Assembly
13	Rod, Connecting, Choke	50	Venturi Assembly
14	Screw, Retainer, Choke Cover	51	Gasket, Venturi
15	Retainer, Serrated, Choke Cover	52	Tube, Main Well(2)
16	Retainer, Choke Cover	53	Retainer, Spring Pump Discharge
17	Cover, Choke Stat Assembly	54	Spring, Pump Discharge Ball
18	Gasket, Choke Cover	55	Ball Check, Pump Discharge (Large)
19	Deflector, Heat, Choke Cover	56	Jet, Main (2)
20	Seal, Choke, Housing (Not Shown)	57	Power Valve
21	Choke Stat Cover # Assembly	58	Gasket Power Valve
22	Holder, Filter #	59	Screw, Hot Idle Compensator Cover
23	Filter, Intake Air#	60	Cover, Hot Idle Compensator
24	"E" Clip, Choke Pull-off Link #	61	Screw, Bi-Metallic Valve
25	Link, Choke-Pull-Off#	62	Bi-Metallic Valve, Hot Idle Compensator
26	Screw, Choke Shaft Slotted Lever#	63	Gasket, Bi-Metallic Valve
27	Lever, Choke Shaft Slotted#	64	Screw, Idle Air Adjusting (By-pass Idle System)
28	Screw, Choke Pull-Off Mounting#	65	Spring, Idle Air Adjusting Screw
29	Choke Pull-Off Assembly#	66	Screw Throttle Body to Main Body
30	Screw Vent Valve Cover#	67	Main Body
31	Cover Vent Valve#	68	**Gasket, Throttle Body to Main Body (Match up Old Gasket)**
32	Valve, Vent#	69	Cap, Limiter #
33	Screw, Air Horn Mounting (Short)	70	Screw, Idle Mixture
34	Screw, Air Horn Mounting (Long)	71	Spring, Idle Mixture Screw
35	Air Horn Assembly	72	Throttle Body assembly
36	Rod, Float Hinge	73	Gasket Flange
37	Float Assembly		

Some Models



FLOAT LEVEL ADJUSTMENT

1. INVERT AIR HORN & POSITION GASKET ON PARTING SURFACE
2. MEASURE AS SPECIFIED FROM AIR HORN GASKET TO NOTCH AT FLOAT AS SHOWN
3. BEND HERE TO ADJUST FLOAT LEVEL

NOTE: TO AVOID DAMAGING FLOAT NEEDLE, DO NOT PRESS NEEDLE INTO SEAT.