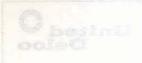


Delco Rochester AQUANAUTICS MARINE

BULLETIN 9-MA-1
AQUANAUTICS
DATE: SEPTEMBER 1964
PAGE 1
FILE AFTER MARINE
SPEC. & ADJ. DIVIDER

YEAR		-								-	A
CARBURETOR	MODEL	HV									
CARBURETOR	NO.	70240	88								
		AD.	JUSTA	AENT	SPECI	FICAT	IONS				
ADJUSTMENT BI	JLLETIN NO.	9-MA-									
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-1/16	1								
FLOAT LEVEL	SECONDARY		-								1
	PRIMARY	_	-	N				110			
FLOAT TOE	SECONDARY		-		+ +		1				1-
	PRIMARY	1-13/16	2								
FLOAT DROP	SECONDARY		_				1				
FLOAT ALIGNA		-	_								
VACUUM ASSIS			-						1		
PUMP ROD LOG		shoule	_	1							
PUMP ROD	- ALCOHOLOGICA	Index	4								
IDLE VENT		_									
INTERMEDIATE	CHOK E ROD	=	_								
VACUUM BREA	K	.190	8								
AUTOMATIC CI	HOKE	_	16								
CHOKE ROD	_	.190	11		+		1		1		-
FAST IDLE			25.00	ew in to c	ontact low	step of co	om. Chec	k tune-up	spec, for	proper RF	P M
UNLOADER		.325	13								
SECONDARY L	OCKOUT	-			+				+ 1		-
SECONDARY C		_									
THROTTLE RET	ALAST HE SEATON OF	_			_						
1111/01/16/16/16	ord or more	T	UNE	UP SP	ECIFIC	OITA	NS				
IDLE R.P.M.		500-	N								
IDLE R.P.M	AIR COND										
FAST IDLE		.075									
DWELL		.034									
POINT GAP		-									
SPARK PLUG	AP	.035									
TIMING	/et	4° BTI @ Idl	С								



ACCORDANCE OF THE STATE OF THE

Teloo Rookestor

ACUANAUTICS MARINE

				101	



CHRIS-CRAFT

ADJUSTMENT and TUNE UP SPECIFICATIONS

BULLETIN 9-MA-1 CHRIS CRAFT DATE: AUGUST 1964 PAGE 1 REPLACES PAGE 1 DATED OCTOBER 1963 FILE AFTER MARINE SPEC. & ADJ. DIVIDER

YEAR		-					-				
CARBURETOR	MODEL	4GC		4G(2G(
CARBURETOR	NO.	70130	71	7015	090	7019	082				
	J	AD.	JUSTA	AENT	SPEC	IFICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9 - MA	- 4	9 - M/	A - 4	9 - MA	-3				
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NC
	PRIMARY	1-15/32	1-A	1-15/32	1-A	1-3/8	1				
FLOAT LEVEL	SECONDARY	1-3/8	1-A	1-1/2	1-A	-	-				
	PRIMARY	11/16	2	11/16	2	-	-				
FLOAT TOE	SECONDARY	3/8	2	5/8	2	_	-				
	PRIMARY	1-1/2	4	1-1/2	4	1-29/32	3				
FLOAT DROP	SECONDARY	1-5/16	4	1-5/16	4		- 1				
FLOAT ALIGN	MENT		3	-	3	_	_				
VACUUM ASSIS	The second secon	1-1/16	5	1-1/16	5	_	- 1				
PUMP ROD LO	CATION	Outer	6	Outer	6	(and	-				
PUMP ROD		1-1/32	6	1-1/32	6	29/32	4				
IDLE VENT		-	-	(4)	_	-	_				
INTERMEDIATE	CHOKE ROD	Flush	8	Flush	8	-	-				
VACUUM BREA	K	-	-	- 1	-	-	-				
AUTOMATIC CI	HOKE	3-N.L.	10	3-N.L.	10	1-N.L.	9				
CHOKE ROD		.050	12	.050	12	.090	11				
FAST IDLE		Turn	screw in	to contact	t low step	of cam.	Check tun	e-up spec	for prope	er RPM	
UNLOADER		.120	14	.120	14	.350	12				
SECONDARY L	OCKOUT	.015	15	.015	15	-	-				
SECONDARY C	ONTOUR	.120	16	.120	16	-	-				
THROTTLE RET	TURN CHECK	· ·	-	-		-	¥.				
		T	UNE	UP SP	ECIFIC	CATIO	NS		and the same of th		ALCOHOLO MANAGEMENT
IDLE R.P.M.	Commence and the site of the s	500	- N	500	- N	500	- N				
IDLE R.P.M	AIR COND.			_	-	_					
FAST IDLE		-			-	<u> </u>	. 1				
DWELL		Note	#1	Note	#1	Note	#1				
POINT GAP		.01		.0:	17	.01	7				
SPARK PLUG	GAP	.02	8	.0:	28	.02	28				
TIMING - Vacuu MUST be disconne plugged.	m advance line	Mark or of Flyw @ 500	heel	Mark o of Flyv @ 500	vheel	Mark or of Flyw @ 500	heel			13112 125 to	



	Ani				
					TES BUTTOEN
			ntwette be	Jan Ball ben hats	
				1/15 2 10/15 2	PRIMARRY 3/2 2 3.6 2



Delco Rochester CRUSADER

BULL ETIN 9-MA-1

CRUSADER

DATE: AUGUST 1964

PAGE 1

REPLACES PAGE 1

DATED MARCH 1964

YEAR						111 22 1 112	-				0 10 10
CARBURETOR	MODEL	2G		2 G	С	4G	С	4 G	C	4G	C
CARBURETOR	NO. gapad	70150 70150 70150 70150 70150 70230	088 089 097 098	7020	082	7020	084	7020	085	7023 7023 7023	085
12. A 12.	politica de la companya della companya della companya de la companya de la companya della compan	AD.	JUSTA	AENT	SPECI	FICAT	IONS				
ADJUSTMENT BI	ULLETIN NO.	9 - MA	1-3	9 - M	A - 3	9 - MA	1-4	9 - MA	A - 4	9 - MA	-4
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
ELOAT LEVEL	PRIMARY	5/8	2	5/8	2	1-5/16	1-A	1-15/32	1-A	1-3/8	1-A
FLOAT LEVEL	SECONDARY			W	"	1-3/8	1-A	1-3/8	1-A	1-11/32	1-A
FLOAT TOE	PRIMARY				-	1/2	2	11/16	2	11/16	2
PLUAT TUE	SECONDARY		1			3/8	2	3/8	2	9/16	2
FLOAT BROS	PRIMARY	1-29/32	3	1-29/32	3	1-11/32	4	1-1/2	4	1-3/8	4
FLOAT DROP	SECONDARY		1		1 - 1 - 1	1-1/8	4	1-1/8	4	1-3/8	4
FLOAT ALIGNA	AENT						3		3		3
VACUUM ASSIS			1 - 1		-		_	1-1/16	5	-	1 5
PUMP ROD LOC	CATION		1-1		-	Outer	6	Outer	6	Outer	6
PUMP ROD		1-5/8	4	1-3/32	4	1-1/32	6	1-1/32	6	1-1/32	6
IDLE VENT	-1-1-1-1		1		-				_	-	
INTERMEDIATE	CHOKE ROD			Flush	6	Flush	8	Flush	8	Flush	8
VACUUM BREA	K		-		-	_				-	-
AUTOMATIC CH	IOKE	oped -		Index	9	3-N.L.	10	3-N.L.	10	3-N.L.	10
CHOKE ROD		_		.090	11	.050	12	.050	12	.050	12
FAST IDLE		Tur	n screw i	n to conta	ct low ste	ep of cam.	Check t	une-up spe	c. for pro	per RPM	
UNLOADER	-hylp-record			.350	13	.120	14	.120	14	.120	14
SECONDARY L	оскоит					.015	15	.015	15	.015	15
SECONDARY C	ONTOUR	-		-		.120	16	.120	16	.120	16
THROTTLE RET	URN CHECK					-	-		-		-
Week and the second		T	UNE	UP SP	ECIFIC	ATIO	NS				
IDLE R.P.M.	the participation of the	550-	N	550 -	N	550	N	550	-N	550-	N
IDLE R.P.M	AIR COND.						11.50				
FAST IDLE		800		80	0	80	0	80	0	80	00
DWELL		28° -	32°	28° -	32°	28° -	32°	28° -	32°	28° -	32°
POINT GAP			120		12.1		71.4				
SPARK PLUG G	AP	.032	2	.03	2	.03	2	.03		.03	7.7
TIMING - Vacuum MUST be disconned plugged.	m advance line	Mark on FI @ Idl	ywheel	Mark on F	lywheel	Mark on F		Mark on F	lywheel	Mark on F @ Id	lywhee

CRUSADER

YEAR								-	-		22.00
CARBURETOR	MODEL	2G	KONAUN	2G	C	2G(0	2G	C		
CARBURETOR	NO.	70231 70231		7024	185	70241	88 10 11 10 12 12 10 12 13 10 10 10 10 10 10 10 10 10 10 10 10 10 1	70250	082	PE 3527 1	H-17-1-4
		AD.	JUSTA	AENT	SPEC	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9 - MA	-3	9-M	A-3	9 - MA	-3	9 - M	A - 3		
ADJUSTMENT	- 	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIGNO
	PRIMARY	5/8	2	11/16	2	5/8	2	5/8	2	Trauna s	1 10011
FLOAT LEVEL	SECONDARY			/		3/0		3/0	-		-
	PRIMARY	THE STATE OF THE S							72.111	3 10	77/
FLOAT TOE	SECONDARY		1-1		-		-		100		
1	PRIMARY	1-31/32	3	1-29/32	3	1-31/32	3	1-29/32	3		1720
FLOAT DROP	SECONDARY	-					+==		100000		+
FLOAT ALIGN											1
VACUUM ASSIS											1
PUMP ROD LO		Outer	4		_	_		_		1804 C	1
PUMP ROD		1-5/8	4	1-1/8	4	1-11/32	4	1-5/32	4		
IDLE VENT		-	- 1				-		1-1		
INTERMEDIATE	CHOKE ROD					Flush	6		-		
VACUUM BREA			-		-				- 1	THE REAL PROPERTY.	
AUTOMATIC CI	HOKE	_	-	Index	9	Index	9	Index	9		
CHOKE ROD	V 1 S/ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			.035	11	.035	11	.040	11		1
FAST IDLE		Tur	n screw i	n to conta	ct low ste	ep of cam.	Check t	une-up spe	c. for proj	per RPM	101
UNLOADER			11	.080	13	.375	13	.160	13		T
SECONDARY L	оскоит	-							-		
SECONDARY C	ONTOUR			-					1-1		
THROTTLE RET	URN CHECK						-				
randomester di bassat		-	UNE	JP SP	ECIFIC	ATIO	NS				
IDLE R.P.M.		550-	-	550-		550-1	Control and the second	550-	N		
IDLE R.P.M	AIR COND									365	
FAST IDLE	AIR COMB.	800			-	800	- 6				211
DWELL		28° - 3		28° - 3	10	28° - 3	-	310 -	340		
POINT GAP								.022			3
SPARK PLUG	SAP	.032	200	.03	900	.032				A 17 - 17 10 -	
TIMING - Vacuu MUST be disconne plugged.	m advance line	Mark on F	lywheel	10°-B @ 550 I	TDC	Mark on Fi	ywheel	8° - BTD0	C @ Idle	tal absocia	in et la

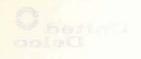


Delco Rochester DAYTONA

BULLETIN 9-MA-1 DAYTONA

DATE: OCTOBER 1963 PAGE 1 FILE AFTER MARINE SPEC, & ADJ, DIVIDER

YEAR											
CARBURETOR	MODEL	4G		4	G						
CARBURETOR	NO.	70230 70231		7023	187						
		AD.	JUSTA	MENT	SPECI	FICAT	IONS				
ADJUSTMENT BI	JLLETIN NO.	9 - MA	\ - 4	9 - M	A - 4	DATE CONTRACTOR SERVICE					
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
ELOAT LEVEL	PRIMARY	1-3/8	1-A	1-17/32	1						
FLOAT LEVEL	SECONDARY	1-11/32	1-A	1-19/32	1						
ELOAT TOE	PRIMARY	11/16	2	-	_			-			
FLOAT TOE	SECONDARY	9/16	2	_	-	NW. CO. HEST.		<u> </u>			
FLOAT BROD	PRIMARY	1-3/8	4	2-1/4	4-A						
FLOAT DROP	SECONDARY	1-3/8	4	2-1/4	4-A						
FLOAT ALIGNA	MENT	_	3		3						
VACUUM ASSIS		1=0	-	-	_						
PUMP ROD LOC	200 200 200	Outer	6	Center	6			2			-
PUMP ROD		1	6	1-1/16	6						
IDLE VENT		_	_	-	-	W					
INTERMEDIATE	CHOKE ROD	1 -	-								
VACUUM BREA	K		_		_					****	
AUTOMATIC CH	IOKE	-	-	_	-						
CHOKE ROD		/(===	_	-					+		
FAST IDLE		Turn	screw in	to contac	t low step	of cam.	Check tun	e-up spec	for prope	er RPM	
UNLOADER		_		-				NA THE PARTY OF TH			
SECONDARY LO	ОСКОИТ	-	-	_	- 1						
SECONDARY CO	ONTOUR	_		_	- 1						
THROTTLE RET	a part of the property of	-			1 _						-
· ·		T	UNE	UP SP	ECIFIC	ATIO	VS		67	ere de la	
IDLE R.P.M.		600 - 70	The state of the s	600 - 7			1				
IDLE R.P.M	AIR COND.	_		_	T			sland and a			
FAST IDLE				_							
DWELL		28° - :	32°	28° -	320						
POINT GAP		.019		.019			-				
SPARK PLUG G	AP	.035		.03							
TIMING - Vacuur MUST be disconner plugged.	n advance line	6° - BTDC		6° - BTD0							



AMOTYAG

South Mean Committee					



Delco Rochester GRAY

BULLETIN 9-MA-1 GRAY DATE: MARCH 1964 PAGE I REPLACES PAGES 1&2 DATED OCTOBER 1963

YEAR		-	12	,,,,,	-11	A rt.		-	-		
CARBURETOR	MODEL	4G	C	4G	С	2G(0	2G(C	2G(
CARBURETOR	но.	70200 70240		7020	991	7020	992	7023	189	70240	80
		AD.	JUST	MENT	SPEC	FICAT	IONS				
ADJUSTMENT BI	JLLETIN NO.	9 - MA	- 4	9 - M/	A - 4	9 - MA	N - 3	9 - M/	A - 3	9 - M/	4 - 3
ADJUSTMENT	ES	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
ELOAT LEVEL	PRIMARY	1-3/8	1-A	1-3/8	1 - A	5/8	2	5/8	2	5/8	2
FLOAT LEVEL	SECONDARY	1-11/32	1-A	1-11/32	1-A			=	-	ı = i	=
ELOAT TOE	PRIMARY	11/16	2	11/16	2	22	MAD	120	-	122	-
FLOAT TOE	SECONDARY	9/16	2	9/16	2	_	-	-	-	-	 x
FLOAT DOOD	PRIMARY	1-3/8	4	1-3/8	4	1-29/32	3	1-31/32	3	1-31/32	3
FLOAT DROP	SECONDARY	1-3/8	4	1-3/8	4	_	-	(-	-	-
FLOAT ALIGNA	ENT	()	3	-	3		-	=		-	
VACUUM ASSIS		1920	_		_		3-1	(100)	_	-	
PUMP ROD LOG	(AT) POTAGO LINARONOMAPAN	Outer	6	Outer	6	_	2.00	10	-		_
PUMP ROD		1-1/32	6	1-1/32	6	1-11/32	4	1-11/32	4	1-11/32	4
IDLE VENT		-		120	-		-	7-4	-	-	-
INTERMEDIATE	CHOKE ROD	Flush	8	Flush	8	_		10,000	_	=	-
VACUUM BREA	de la companya de la		Ta				- 1	-			-
AUTOMATIC CH	IOKE	Index	10	3-N.L.	10	Index	9	Index	9	Index	9
CHOKE ROD		.050	12	.050	12	.050	11	.035	11	.035	11
FAST IDLE		Tur	n screw	in to conta	ct low ste	ep of cam.	Check to	une-up spe	c. for pro	per RPM	
UNLOADER		.120	14	.110	14	.160	13	.375	13	.375	13
SECONDARY L	OCKOUT	.015	15	.015	15		-		_		-
SECONDARY C	ONTOUR	.110	16	.110	16		- 1		-	-	-
THROTTLE RET	URN CHECK		-	-	-		==	-		92.5	-
	A SUNJECTION OF THE PARTY OF TH	T	UNE	UP SP	ECIFIC	CATIO	NS		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		87
IDLE R.P.M.		500 -	N	650	N	500	- N	50	0	500)
IDLE R.P.M	AIR COND.			_		12				_	,
FAST IDLE				_				_	-	_	
DWELL		30			3°	30		(III PONE	0°	30	
POINT GAP		.01		.01	100	.01		.01	1000	.01	101
SPARK PLUG	AP	.02	-	.03		.02		.02		.02	
TIMING - Vacuu MUST be disconne plugged.	m advance line	5° - BTD0		15° - 1 @ 500	BTDC	5°- BTD		TDC	LI SECTION OF	15° - BTD	

GRAY

YEAR							T		T		
CARBURETOR	MODEL	2G(0	4G0							
CARBURETOR	NO.	70240	081	7024	182			14	.10		
		AD	JUSTA	MENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9 - MA	-	9-M						The Parkette	
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOATIEVE	PRIMARY	5/8	2	1-3/8	1-A		1 10210.	3. 20.	1 10210.	JI EC.	I IO.NO
FLOAT LEVEL	SECONDARY			1-11/32	1-A						-
FLOAT TOE	PRIMARY	8	_	11/16	2					-	+
FLOAT TOE	SECONDARY			9/16	2		+ +				+
	PRIMARY	1-31/32	3	1-3/8	4			-120	13.42		+
FLOAT DROP	SECONDARY	-	-	1-3/8	4	OITO TRANSPORT			181		+
FLOAT ALIGN		_	+ -	1-3/5			-				
VACUUM ASSIS			+ -		3				LH1	-	
PUMP ROD LO			_		++		-				
PUMP ROD	CATION	1 15/20	-	Outer	6	-			100		
IDLE VENT		1-15/32	4	1-1/32	6						
INTERMEDIATE	CHOKE DOD		-				-		-		-
VACUUM BREA	STATE OF THE STATE	-	-	Flush	8				A REAL		
AUTOMATIC CH			-	-	-						
		Index	9	3-N.L.	10						
CHOKE ROD		.035	11	_	-2	-	100		-		-
FAST IDLE		Turi	screw in	n to contac	t low ster	of cam.	Check tur	ne-up spec	for prop	er RPM.	
UNLOADER		.375	13	.110	14	Paral Sergersand					T
SECONDARY L	OCKOUT	-	-	.015	15	**************************************	10.0		10-M-1		
SECONDARY C	ONTOUR	E .	-	.110	16	- Alvertage					
THROTTLE RET	URN CHECK	-	-					7	- 210		
		TU	JNE	JP SPI	CIFIC	ATION	IS		description of the	AFE-ING ST	
IDLE R.P.M.		500 -	THE REAL PROPERTY.	650-	The Real Property lies		A . (01)		T		
IDLE R.P.M A	AIR COND.	_	-	_					5		
FAST IDLE		_		_					Me II		
DWELL		30°		26°							
POINT GAP	10.7	.016		.016				-			
SPARK PLUG G	AP	.025		.030				_			10 22 5
TIMING - Vacuum MUST be disconned plugged.	m advance line	15° - BTDC Except Mode UHCF-238 5° @ Idle	el	15° - B' @ 500 F	TDC	-					



Delco Rochester INBOARD MARINE

BULLETIN 9-MA-1
INBOARD MARINE
DATE: OCTOBER 1963
PAGE 1
FILE AFTER MARINE
SPEC. & ADJ. DIVIDER

YEAR			-								
CARBURETOR	MODEL	Н									
CARBURETOR	NO.	70231	182					5			
	THE RESERVE THE PROPERTY OF THE PERSON OF TH	AD	JUSTA	AENT	SPECI	FICAT	IONS			W.	1 11 115
ADJUSTMENT BU	JLLETIN NO.	9 - MA	A - 5					Walling and Allinson			
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-3/16	1								
FLOAT LEVEL	SECONDARY	_	-								
	PRIMARY	-	_								
FLOAT TOE	SECONDARY	_	-								
	PRIMARY	1-3/4	2								
FLOAT DROP	SECONDARY	_	-	1-2-3-							
FLOAT ALIGNA	AENT	_	-								
VACUUM ASSIS											
PUMP ROD LOC											
PUMP ROD		Index	3	-							
IDLE VENT						28-10-10 J. D. D. D.		2022			
INTERMEDIATE	CHOK E ROD	_									
VACUUM BREA	THE RESERVE THE PARTY OF THE PA										
AUTOMATIC CH	IOKE	-	_								
CHOKE ROD				-				The second second			
FAST IDLE		Tur	n screw i	n to conta	ct low step	p of cam.	Check tu	ne-up spe	c. for prop	er RPM	
UNLOADER			- 1								
SECONDARY L	оскоит	-	-	W-10							
SECONDARY CO	ONTOUR	_	- 1								
THROTTLE RET	URN CHECK		_								
		T	UNE	UP SP	ECIFIC	ATIO	NS				THE STATE OF THE S
IDLE R.P.M.											200
IDLE R.P.M	AIR COND.			O. 151 11 124		- 113-11					
FAST IDLE								-		W71	
DWELL					1882	ii - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		Kan III			
POINT GAP											
SPARK PLUG G	AP	(h									
TIMING - Vacuur MUST be disconne plugged.	m advance line				> 7						4

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Daloo Rochester

INBOARD MARINE



Delco Rochester KIEKHAEFER

BULLETIN 9-MA-1

KIEKHAEFER

DATE: SEPTEMBER 1964

PAGE 1

REPLACES PAGE 1

DATED MARCH 1964

FILE AFTER MARINE

SPEC. & ADJ. DIVIDER

YEAR		1000		No.	_	-	-	8	-	-	70
CARBURETOR	MODEL	2GC		В	3	4G	С	4G	С	4 G	С
CARBURETOR	NO.	70209	93	7020 7020 7024 7024	996 180	70209	995	7023	180	7023	183
		AD.	JUST	MENT	SPEC	FICAT	IONS				
ADJUSTMENT BU	JLLETIN NO.	9 - MA	- 3	9 - M	A - 2	9 - MA	1-4	9 - MA	-4	9 - M	A - 4
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
FLOAT LEVEL	PRIMARY	5/8	2	1-9/32	1	1-3/8	1-A	1-1/2	1	1-3/8	1-A
FLOAT LEVEL	SECONDARY	-	-	-	-	1-11/32	1-A	1-9/16	1	1-11/32	1-A
FLOAT TOE	PRIMARY	(-	-	0=0	-	11/16	2	-	-	11/16	2
PLUAT TUE	SECONDARY	13	- 1	3=0	-	9/16	2 .	-	-	9/16	2
ELOAT DOOR	PRIMARY	1-29/32	3	1-3/4	2	1-3/8	4	2-1/4	4-A	1-3/8	4
FLOAT DROP	SECONDARY	-	-	1-1	9	1-3/8	4	2-1/4	4-A	1-3/8	4
FLOAT ALIGNA	ENT	-	-	_	-	-	3	-	3	-	3
VACUUM ASSIS	T SPRING	-	-	/ = :	-	_	-	_		12	-
PUMP ROD LOC	CATION	=	-		1000	Outer	6	Outer	6	Outer	6
PUMP ROD		1-5/32	4	-	-	1-1/32	6	1-3/32	6	1-1/16	6
IDLE VENT		=	-	1 572	-	_	-	-	_	-	-
INTERMEDIATE	CHOK E ROD	_	-	-	-	Flush	8	Flush	8	Flush	8
VACUUM BREA	K	=	-		-	-	-	-	-	_	
AUTOMATIC CH	IOKE	Index	9	Index	4	3-N.L.	10	Index	10	Index	10
CHOKE ROD		=	=	<u>175</u> 0	-	=	 - 	=		_	+
FAST IDLE		Tur	n screw	in to conto	ct low st	ep of cam.	Check t	une-up spe	c. for pre	per RPM	
UNLOADER		.160	13	.230	6	.120	14	.230	14	.130	14
SECONDARY LO	CKOUT	7-5	-	877	1,000	.015	15	.020	15	.015	15
SECONDARY CO	ONTOUR	5 11 5	-	/s <u>===</u> 6	-	.110	16	.020	16	.030	16
THROTTLE RET	URN CHECK	1-0	-	5 -11 1	3	-	-		-		-
=		TI	JNE	UP SP	ECIFIC	ATIO	VS				
IDLE R.P.M.		550-	N	550	·N	550-	N	550-	N	550	- N
IDLE R.P.M A	IR COND.	-		_		_		_		-	
FAST IDLE											
DWELL		310 - 3	340	31° -	340	28° -		28° - 3	320	28° -	
POINT GAP	1	.02	2	See No	te #1	,01	6	.010		.01	
SPARK PLUG G	AP	.035		.03		.03		.03		.03	
TIMING - Vacuum MUST be disconned plugged.	advance line	8° - BTDC		7020994-7 10°-BTD0 7024180-7 6°-BTD0	7020996 C @ Idle 7024181	12° - BTD		12° - BTD		12° - BTD	

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Delco Rochester

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Delco Rochester OUTBOARD MARINE

BULLETIN 9-MA-1
OUTBOARD

DATE: SEPTEMBER 1964
PAGE 1
REPLACES PAGE 1
DATED MARCH 1964
FILE AFTER MARINE
SPEC. & ADJ. DIVIDER

YEAR		-		B)							
CARBURETOR	MODEL	ВС		В							
CARBURETOR	Ю.	70240	87	7024	089			10			7/11/11
		AD	JUSTA	AENT	SPECI	FICAT	IONS				
ADJUSTMENT B	ULLETIN NO.	9-MA	and the same	9-M	The second second				T		
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-9/32	1	1-9/32	1		1		1 704 10	0. 101	1 10410
FLOAT LEVEL	SECONDARY	=	_						1		
	PRIMARY	-	-								
FLOAT TOE	SECONDARY	_		-	1-1				+		+
	PRIMARY	1-3/4	2	1-3/4	2						+
FLOAT DROP	SECONDARY	_	-	_					+		+
FLOAT ALIGNA		-	_								+
VACUUM ASSIS		_	1-1	=			1				+
PUMP ROD LOG	CATION	-	-	_				************			1
PUMP ROD		-					1 1				
IDLE VENT		-	T - 1		_						+
INTERMEDIATE	CHOKE ROD	1	_	_							1
VACUUM BREA		delay	-				1		1		-
AUTOMATIC CH	IOKE	Index	4	Index	4					01	
CHOKE ROD		_		1 			1				
FAST IDLE			Turn scre	w in to co	ntact low	step of co	m. Chec	k tune-up	spec. for	proper RP	M
UNLOADER		.230	- 1	.230			T				T
SECONDARY L	OCKOUT	_									
SECONDARY C	ONTOUR	_	_		_						
THROTTLE RET	URN CHECK	_		_							1
		T	UNE	JP SP	ECIFIC	ATIO	VS				
IDLE R.P.M.		550-		550-			T				
IDLE R.P.M	AIR COND.	-									
FAST IDLE											
DWELL		30°		310 -	340						
POINT GAP		.016		.016							
SPARK PLUG G	AP	.035		.035							
TIMING		5° BTDC		5° - BTD:	-						



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OUTBOARD MARINE

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			AM-0			THE REPRESENT	
DESTRUCTION OF STREET							THEMISTO
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			Mile les des				
) 1113:	145 41	1 1001	18		
)) 	342 4 1	1 1001	71 N-032	MI OHECK	
2		31913	192 QL	1 1001	31 N-032	MI OHECK	
		31915.	942 QL	1 1001	JY W-032	MI OHECK	
		CIFIC		1 1001	UN WHO DO	MI OHECK	
		igo PES	292 91 1.001	1 1001	Mada Mada Mada Mada Mada	INTOUR URN CHECK	
	WOITA	CIFIC	292 91 1.001 1.016 200.		71 Wadda *06 200 880	INTOUR URN CHECK	
	POITA	CIFIC	292 91 1.001		Mada Mada Mada Mada Mada	INTOUR URN CHECK	



Delco Rochester OWENS

BULLETIN 9-MA-1
OWENS

DATE: AUGUST 1964

PAGE 1

REPLACES PAGE 1

DATED OCTOBER 1963

FILE AFTER MARINE

SPEC. & ADJ. DIVIDER

YEAR					-						
CARBURETOR	MODEL	4G0	0								
CARBURETOR	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN	7023									
900014 State of the State of th		AD.	JUSTA	MENT	SPECI	FICAT	IONS				
ADJUSTMENT BU	JLLETIN NO.	9 - MA	- 4	MELICO ESCOPERATO CARA	T.		T	- DAMES			
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	1-17/32	1								1
FLOAT LEVEL	SECONDARY	1-19/32	1						1 1		1
FLOAT TOF	PRIMARY	-	-								
FLOAT TOE	SECONDARY	_	1-1		1				+ +		1
FLALT DDAD	PRIMARY	2-1/4	4-A				1				
FLOAT DROP	SECONDARY	2-1/4	4 - A		1			HILL SCHOOL SCHO	1 1		
FLOAT ALIGNA	ENT		3					Vi.			
VACUUM ASSIS	National Visitation of the Control o	-	-								
PUMP ROD LOC	CATION	Outer	6								
PUMP ROD		1-3/32	6								
IDLE VENT		<u>1</u> 27.	F-30								
INTERMEDIATE	CHOKE ROD	Flush	8	- X 11-11		X-1011X1-101					
VACUUM BREA	K	-	-			N					1
AUTOMATIC CH	IOKE	Index	10								
CHOKE ROD		.055	12		+		+		1		
FAST IDLE		Tu	rn screw	in to cont	act low st	ep of cam.	Check t	une-up sp	ec. for pro	per RPM	
UNLOADER		.230	14								
SECONDARY LO	OCKOUT	.020	15					×1115-111-1-1-1-1			
SECONDARY CO	ONTOUR	.020	16								
THROTTLE RET	URN CHECK	-	_								
11		T	UNE	UP SP	ECIFIC	ATIO	NS		THE STATE OF THE S	- 100	
IDLE R.P.M.	9	650 - 70	0-N				T				
IDLE R.P.M A	AIR COND.	55.55 W 10.00					-	100			
FAST IDLE		120	0				-				
DWELL		310 - 3	35°							17	-
POINT GAP		,020)								
SPARK PLUG G	AP	.035	5								
TIMING - Vacuum MUST be disconned plugged.	advance line	Red Mar Flywhee TDC @ 60	el@								



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Delco Rochester PALMER

BULLETIN 9-MA-1 PALMER

DATE: OCTOBER 1963
PAGE 1
FILE AFTER MARINE
SPEC. & ADJ. DIVIDER

YEAR		-	-	24-	-	-		-	- 1		
CARBURETOR	MODEL	40		40	ì	20		4.0	G		
CARBURETOR	ΝО.	70150	91	70190	084	70200	088	7024	084		
		AD	JUSTA	MENT	SPEC	FICAT	IONS				
ADJUSTMENT BU	JLLETIN NO.	9 - MA	- 4	9 - MA	A - 4	9 - MA	A - 3	9 - M	A - 4		
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
ELOAT LEVEL	PRIMARY	1-15/32	1-A	1-13/32	1-A	5/8	2	1-3/8	1 - A		
FLOAT LEVEL	SECONDARY	1-1/2	1-A	1-15/32	1-A	_	-	1-3/8	1 - A		
FLOAT TOE	PRIMARY	11/16	2	5/8	2	_	-	11/16	2		
PLOAT TOE	SECONDARY	3/8	2	9/16	2	_	-	11/16	2		
ELOAT DOOR	PRIMARY	1-1/2	4	1-1/2	4	1-29/32	3	1-3/8	4		
FLOAT DROP	SECONDARY	1-5/16	4	1-5/16	4	-	-	1-3/8	4		
FLOAT ALIGNA	MENT		3	: - :	3	_		-	3		
VACUUM ASSIS		1-1/16	5	29/32	5	-	-		-		
PUMP ROD LOC	CATION	Center	6	Center	6		22	Outer	6		
PUMP ROD		1-1/32	6	1-1/16	6	1-11/32	4	1-1/32	6		
IDLE VENT		-	-	- A	-	-	-	-	-		
INTERMEDIATE	CHOK E ROD	-	-	-	_		_				
VACUUM BREA	K	_	-	я —	_	-	-	1	-		
AUTOMATIC CH	IOKE	-			-	T.	-	-	-		
CHOKE ROD		10.10	-		-			-	_		
FAST IDLE		Turn	screw in	to contact	low step	of cam. C	heck tun	e-up spec.	for prope	r RPM	
UNLOADER		-	-	=	_		-	-	-		
SECONDARY LO	OCKOUT	-		-	-	-	_	250	-		
SECONDARY CO	ONTOUR	-	-	-	_	-	-	THE STATE OF THE S	-		
THROTTLE RET	URN CHECK	-		-	_	-	-	15	_		
		T	UNE	UP SPI	ECIFIC	ATIO	NS		***		1000
IDLE R.P.M.		600-	THE RESERVE OF THE PERSON NAMED IN	600-	MOTOR TON	600-	-	600	- N		
IDLE R.P.M	AIR COND.	_		_		-					
FAST IDLE				-						-	
DWELL	3	27° -		27° -	30°	30	0	30			
POINT GAP		.020		.02		50					
SPARK PLUG G	AP	.028		.02		.03		.03			
TIMING - Vacuum MUST be disconner plugged.	m advance line	10° @ 55		10° @ 550		5° - BTDC		5° - BTDC			



Chelco Rookskier

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Delco Rochester REVLEY CORP.

BULLETIN 9-MA-1
REVLEY
DATE: SEPTEMBER 1964
PAGE 1
FILE AFTER MARINE
SPEC. & ADJ. DIVIDER

YEAR					1		T				
CARBURETOR	MODEL	ВС		4G(2	4 G	c	4 G	C		
CARBURETOR		70240		70241		7024		70250			
		AD	JUSTA	MENT	SPECI	FICAT	IONS				
ADJUSTMENT BI	JLLETIN NO.	9-MA	-2	9 - MA	-4	9 - MA	A - 4	9-MA	-4 T		
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
The second of th	PRIMARY	1-9/32	1	1-3/8	1-A	1-3/8	1-A	1-3/8	1-A		1 10210
FLOAT LEVEL	SECONDARY			1-11/32	1-A	1-11/32	1-A	1-11/32	1-A		1
	PRIMARY			11/16	2	11/16	2	11/16	2		
FLOAT TOE	SECONDARY	-	_	9/16	2	9/16	2	9/16	2		+
	PRIMARY	1-3/4	2	1-3/8	4	1-3/8	4	1-3/8	4		1
FLOAT DROP	SECONDARY	_	_	1-3/8	4	1-3/8	4	1-3/8	4		
FLOAT ALIGNA		(Max)	_		3		3	1-2	3		1
VACUUM ASSIS		25770	_	_	-	24					+
PUMP ROD LOC		otenta .	_	Outer	6	Inner		Inner	-		1
PUMP ROD		-	_	1-1/32	6	1-1/32	6	1-1/32	6		+
IDLE VENT		-	Was .		-		-		+		+
INTERMEDIATE	CHOK E ROD	_	_	Flush	8	Flush	8	Flush	8		
VACUUM BREA	K	Amount .	_	-	_	-	-	Charles and the			1
AUTOMATIC CH	IOKE	Index	4	3-N.L.	10	Index	10	Index	10	臣	
CHOKE ROD		.045	5	-	-	.050	12	.050	12		
FAST IDLE		62121	1 -2	-	- 1	-	-	-	-	100	-
UNLOADER		.230	6	.110	14	.120	14	.120	14		1
SECONDARY LO	CKOUT	_	_	.015	15	.015	15	.015	15		
SECONDARY CO	ONTOUR	_	-	.110	16	.030	16	.030	16		
THROTTLE RET	URN CHECK	-	-	***	-	1-2	-	-	-		
		T	UNE	UP SPI	ECIFIC	ATIO	NS				
IDLE R.P.M.		600-1	N	650 -	N I	500 -	N I	500 -	N I		
IDLE R.P.M A	IR COND.	-		-		-	CO. 1	-	200		
FAST IDLE		-				_		Same S			
DWELL	737111	28°-3	0°	26°		30°		30°			
POINT GAP		.015		,016		.016	-	.016			
SPARK PLUG G	AP	.033		.030		.035		.035			
TIMING		5° BTDC		15° - B' @ 500 F	TDC	2-1/2° @ Id	BTDC	2-1/2° @ Ic	BTDC		



REVIEY CORP.

PEVLEY

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PAGE

FAGE

FULE STEELSTON

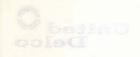
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Delco Rochester UNIVERSAL MOTORS

BULLETIN 9-MA-1 UNIVERSAL DATE: OCTOBER 1963 PAGE 1 FILE AFTER MARINE SPEC. & ADJ. DIVIDER

YEAR	and the late of th			3	_						
CARBURETOR	MODEL	2 G (В	С						
CARBURETOR	NO.	70230	081	7024	083						
		AD.	JUSTA	AENT	SPECI	FICAT	IONS			WIDESON AND INVESTIGATION	
ADJUSTMENT BU	JLLETIN NO.	9 - MA	A - 3	9 - M	A - 2			and the second s			
ADJUSTMENT		SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO.	SPEC.	FIG.NO
	PRIMARY	11/16	2	1-9/32	1	02-1-0-1					
FLOAT LEVEL	SECONDARY		- 1	:	-	Allections					
	PRIMARY	-	_	_							
FLOAT TOE	SECONDARY	_	-	1944	7						
	PRIMARY	1-29/32	3	1-3/4	2						
FLOAT DROP	SECONDARY		-	-	-						
FLOAT ALIGNA		-	_	1110 1110 1110 1110 1110 1110 1110 111	-						
VACUUM ASSIS		- L 	-	:	_			The second second			
PUMP ROD LOC	CALL PROPERTY OF THE PARTY OF T	_	_								
PUMP ROD		1-1/8	4	_	_						
IDLE VENT		_	_	-	-						
INTERMEDIATE	CHOKE ROD		_	-	_						
VACUUM BREA		_	-	_	_						
AUTOMATIC CH	HOKE	Index	9	Index	4						
CHOKE ROD		.035	11	.045	5						
FAST IDLE		Tur	n screw i	n to conta	ct low ste	p of cam.	Check tu	ne-up spe	c. for prop	er RPM	
UNLOADER		.080	13	.230	6						
SECONDARY LO	оскоит	<u> </u>		194	-						
SECONDARY CO	ONTOUR		-	-	-		THE COLUMN TO SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE				
THROTTLE RET	URN CHECK	192	-	-	-						
	EVERT WEEK STEEL CONTROL OF THE STEEL	T	UNE	UP SP	ECIFIC	ATIO	NS				
IDLE R.P.M.		600-	-	600	-						
IDLE R.P.M	AIR COND			_	-						
FAST IDLE		_		_			17-7-8				
DWELL		28° -		28° -	30°						
POINT GAP		.015		.01					-		
SPARK PLUG G	ΔP	.033		.03		hange to an					
TIMING - Vacuur MUST be disconne plugged.	n advance line	5° - BTDC		5° - BTD							



Delco Roobester IMIVERSAL MOTORS

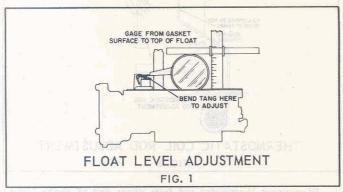
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						YORG TAG!
						HOLLA TABL
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DATE: OCTOBER 1963
PAGE 1
FILE AFTER MARINE
SPEC - ADJ DIVIDER

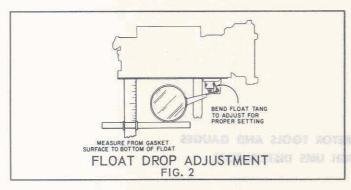
BULLETIN 9-MA-2

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

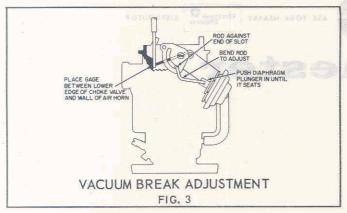


With the air horn inverted and the gasket in place, check height of each float as shown. Bend tang which contacts needle seat until each pontoon is set to specified dimension. Align floats to avoid interference in bowl.

NOTE: Model using spring loaded needle and seat assembly only. Place .030" shim between head of float needle pin and float arm. With float arm resting freely on shim, check float height with gauge. Bend float arms until each pontoon is set to specified dimension. Remove shim from between float needle and float arm after adjustment.



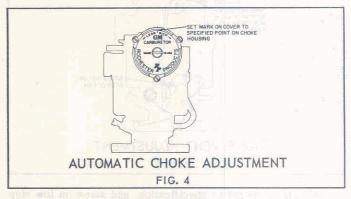
With the air horn assembly held upright and floats suspended freely, carefully bend the float tang at the rear of the float arm so that the bottom of the float pontoon is set as specified.



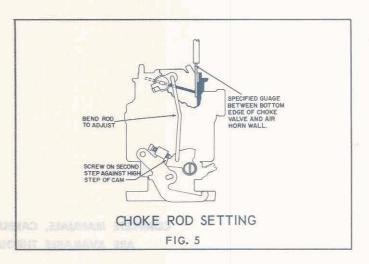
To insure correct initial choke valve opening, adjust vacuum break as follows.

Push the vacuum break diaphragm plunger in until seated, making sure choke valve is closed so that the connecting rod is at end of the slot. In this position, adjust rod so that specified gauge will fit between lower edge of choke valve and inside of air horn casting.

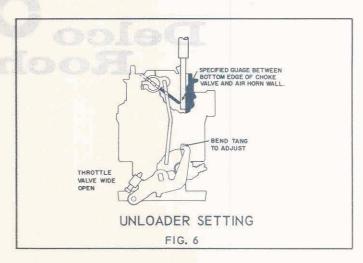
To adjust, bend the connecting rod at point shown.



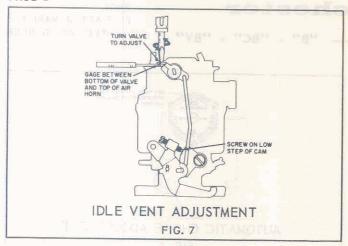
Loosen the three-retaining screws and rotate choke cover against coil tension until index mark on the cover is in the specified position with the index mark on the housing.



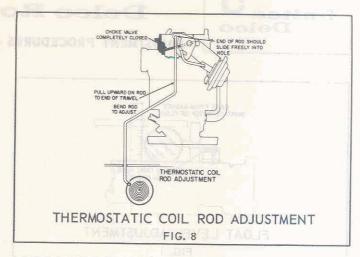
With the idle screw on the second step and against the high step of the fast idle cam, bend the choke rod to obtain specified dimension between the lower edge of the choke valve and the air horn wall.



Bend the unloader tang on the throttle lever as necessary to obtain specified clearance between the lower edge of the choke valve and the air horn wall, with the throttle valves wide open.

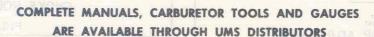


With idle RPM set to specification, and screw on low step of cam, the idle vent valve should be open as specified. Adjust by turning valve on top of air horn as needed.



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

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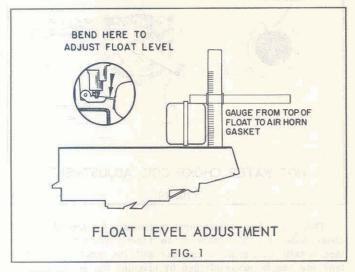
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VACUUM BREAK ADJUSTMENT

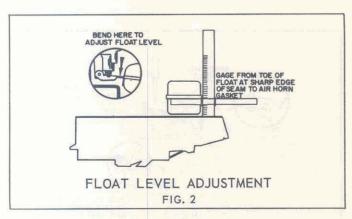


ADJUSTMENT PROCEDURES - "2G", "2GC" AND "2GV"

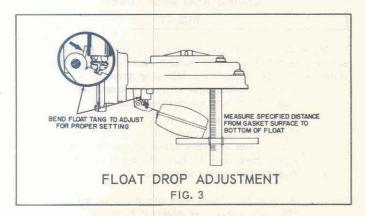
BULLETIN 9-MA-3
DATE: OCTOBER 1963
PAGE 1
FILE AFTER MARINE
SPEC - ADJ DIVIDER



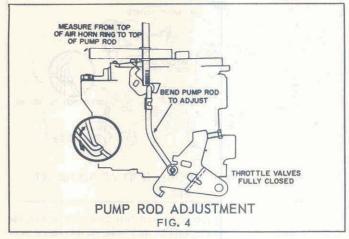
With the air horn inverted and the gasket in place, measure the dimension from gasket surface to top of float. This dimension should be as specified in adjustment specification for model being serviced. To adjust, bend float arm, as shown in inset.



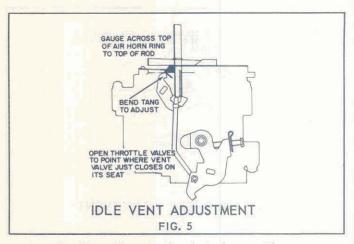
With air horn inverted and air horn gasket installed measure the distance from the air horn gasket to the lower edge (sharp edge) of the float seam at the outer end of the float pontoon. To adjust, bend the float arm at rear, as shown in inset.



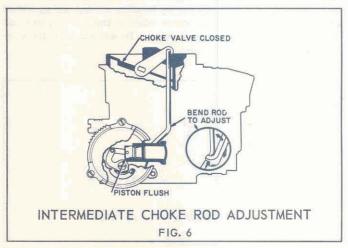
With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.



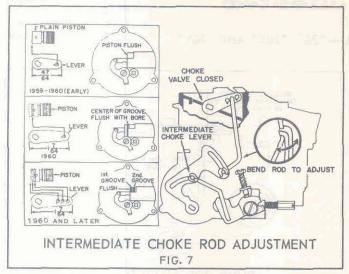
Back out idle stop screw and completely close throttle valves in bore. Place gauge on top of air horn ring. Bend the pump rod at lower angle to obtain specified dimension, to top of pump rod.



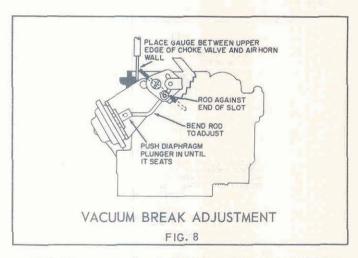
Open throttle until vent valve just closes. Place gauge on top of air horn ring. Dimension to top of pump rod should be as specified. Adjust by bending tang on pump lever.



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



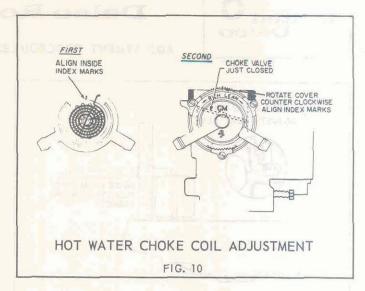
Remove the thermostatic cover and coil assembly and inside baffle plate. Open throttle valves and hold choke valve completely closed by pushing upward on intermediate choke lever. Adjust intermediate choke rod as necessary by bending so that choke piston is in the location shown above.



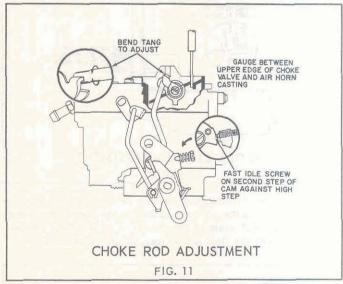
Push the vacuum break diaphragm plunger in until it is seated and make sure the choke valve is closed so the connecting rod is at the end of the slot in the choke shaft lever. In this position, adjust the rod by bending so that the specified gauge will fit between the upper edge of the choke valve and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



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



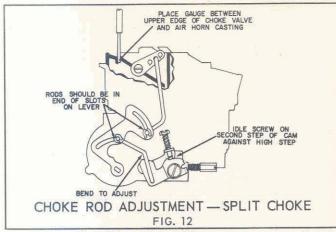
There are two adjustments necessary to provide proper choke indexing. The inner choke cover containing the choke thermostatic coil must be indexed with the outer cover. This indexing can be accomplished by aligning the scribe mark on the inner cover with the index point on the outer cover, as shown.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



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

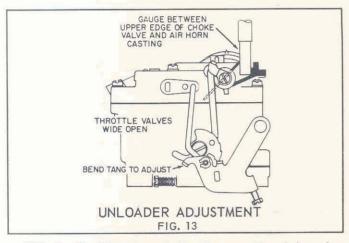
- Step 1 Models using single idle stop screw only Turn stop screw in until it just contacts bottom step of fast idle cam. Then turn screw in one full turn.

 Models using both a slow idle and a fast idle screw -
 - Models using both a slow idle and a fast idle screw -Turn slow idle stop screw in until it just contacts stop. Then turn this screw in one full turn from this point. Next turn the fast idle screw in until it touches bottom step of fast idle cam.
- Step 2 All models Place idle screw on second step of fast idle cam against shoulder of high step. While holding screw in this position, check clearance between upper edge of choke valve and air horn wall, as shown. Adjust to specified dimension by bending tang on choke lever and collar assembly, as shown above.

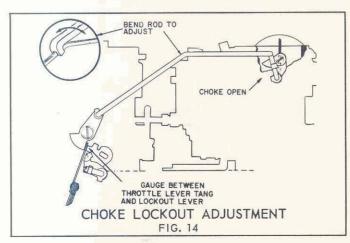


Position slow idle and fast idle screws as described in Step 1, Fig. 11, then place fast idle screw on the second step of the fast idle cam next to the high step as shown. Make sure intermediate choke rod and choke rod are in the ends of slots in the intermediate choke lever by pushing upward on lever.

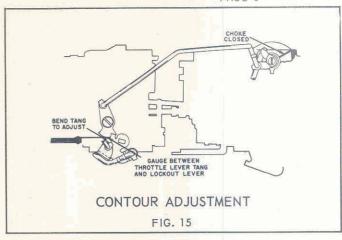
Bend the choke rod until the proper gauge will just fit between the upper edge of the choke valve and air horn wall.



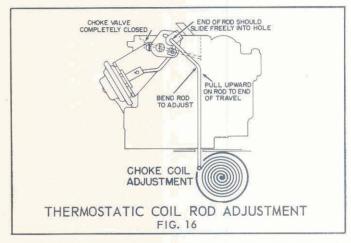
With the throttle valves held wide open the choke valve should be open just enough to admit the specified gauge between the upper edge of the choke valve and inner air horn wall. Bend the tang on the throttle lever as shown to adjust.



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



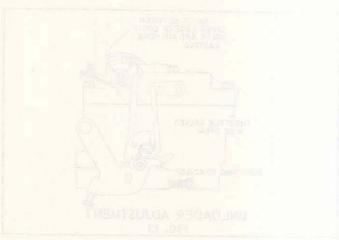
To adjust, hold the throttle valves completely closed. With the choke valve on the center carburetor in the closed position and the choke lockout lever rod connected, bend the lockout tang on the throttle lever to obtain specified clearance between the lockout lever and tang on the throttle lever of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



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



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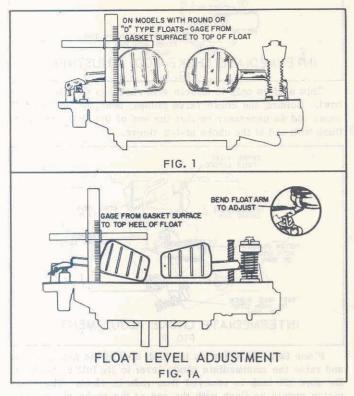


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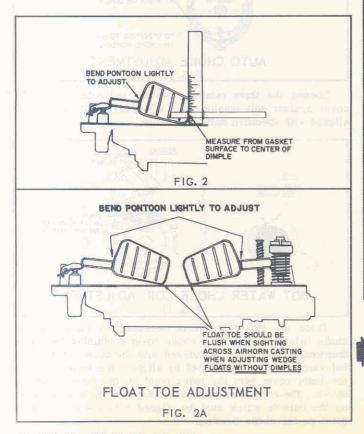


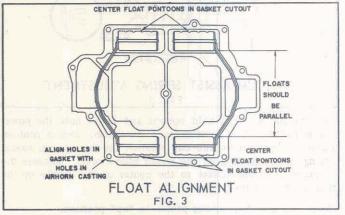
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DATE: OCTOBER 1963
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ADJUSTMENT PROCEDURES - "4G" AND "4GC"

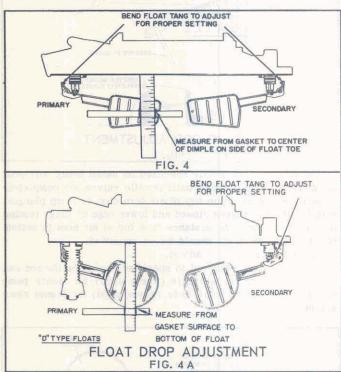


Check for proper float level adjustment as follows: With air horn inverted and gasket in place, gauge from gasket surface to the top of each float next to seam. Adjust to specified dimension by bending float arms at junction point near needle and seat, as shown in inset.





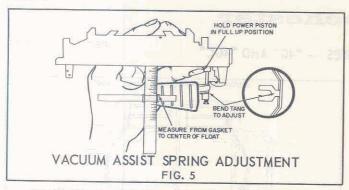
Align screw holes in air horn gasket with screw holes in air horn. Then make sure the floats are centered in the cut out section of the gasket and the sides of the float pontoons are parallel with the adjacent edges of the gasket. Bend float arms as necessary to adjust.



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

With air horn inverted and gasket in place, measure the distance from the gasket to the center of the dimple of each float at toe (small end). Adjust to specified dimension by bending the toe of each float up or down, as required.

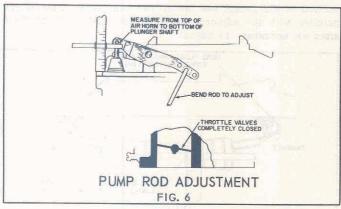
Note: Wedge type floats which do not have dimples in sides of floats should be adjusted so lower tip of the float toe is flush with air horn casting when sighting across air horn casting, as shown in illustration - 2A.



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

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

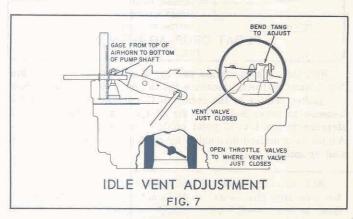
To adjust, bend tang at center of float arms.



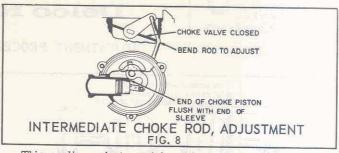
Install pump rod in hole specified for model being serviced. Back out slow idle screw until throttle valves are completely closed. Place gauge on top of air horn next to pump plunger. With the throttle valves closed and lower edge of gauge resting on top of air horn, the distance from top of air horn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

Bend the pump rod to adjust.

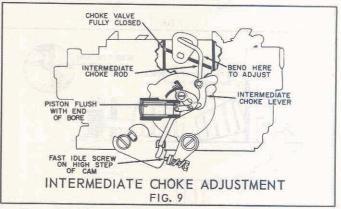
After adjusting pump rod to specified dimension the rod can be moved to the inboard hole (where used) for richer pump action or to the outboard hole (where used) for leaner pump action.



After making pump adjustment, adjust idle vent as follows: Open throttle valves enough to obtain the specified measurement from air horn to bottom of pump plunger shaft. At this point the idle vent should just close. To adjust, bend tang on pump lever as shown. On older models adjust by bending tang that contacts face of valve under pump lever.

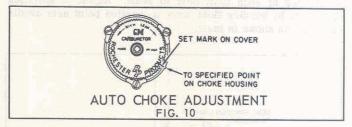


This applies only to models with choke on throttle body or bowl. Holding the choke valve closed, bend the intermediate choke rod as necessary so that the end of the choke piston is flush with end of the choke piston sleeve.

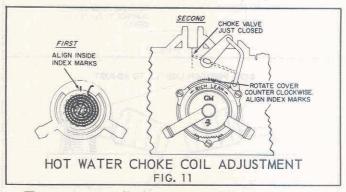


Place fast idle screw on the high step of the fast idle cam and raise the intermediate choke lever to its full up position. Be sure all lash is removed from rods in slots. The choke piston should be flush with the end of the choke piston bore.

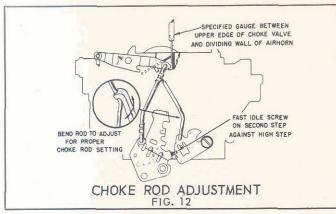
Bend the intermediate choke rod to correctly position the choke piston.



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



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

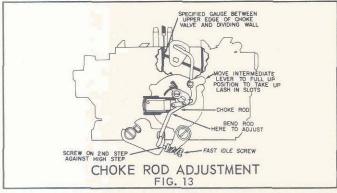


It is important to position both slow idle and fast idle as follows before making choke rod adjustment:

Step 1 Models using single idle stop screw — Turn stop screw in until it contacts bottom step of fast idle cam. Then turn screw in one full turn.

Models using separate fast idle screw — Turn slow idle stop screw in until it touches stop, then turn one full turn. Then turn the fast idle screw in until it touches bottom step of fast idle cam.

Step 2 After positioning slow idle and fast idle screws as described above, position idle screw on second step of fast idle cam against the shoulder of the high step. Then check clearance between upper edge of choke valve and air horn wall. Bend choke rod, to adjust.

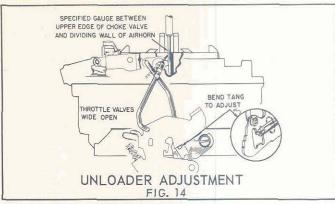


Position slow idle and fast idle screws as described in Figure 2, then check the choke rod adjustment as follows:

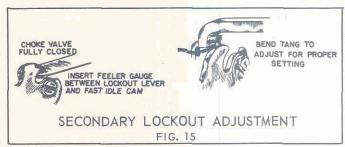
Position the fast idle screw on the second step of the fast idle cam and raise the intermediate choke lever to the full up position. Be sure the intermediate rod and the choke rod are at the upper limit of travel in the slots. Adjust the choke rod by bending to obtain the specified clearance between the choke valve and the dividing wall of the air horn.

To adjust, push the diaphragm plunger in until it seats. While holding the plunger seated, close the choke valve to the point where the vacuum diaphragm connecting rod is in the end of the plunger. At this point, the proper gauge should just fit between the upper edge of the choke valve and the dividing wall in the air horn.

Bend rod to adjust for proper clearance.



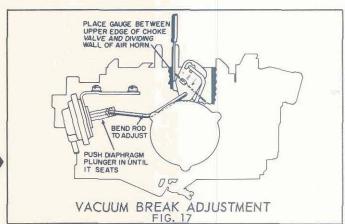
Open primary throttle valve to wide open position. While holding lever in this position, check for specified clearance between upper edge of choke valve and air horn wall. Adjust by bending unloader tang on fast idle cam. On a few models, this adjustment is made by bending unloader tang on pump lever.



With the choke valve fully closed, bend the lockout lever as shown to obtain specified clearance between the cam and the widest surface of the lockout lever.



With the choke valve wide open, bend the lockout lever to obtain specified clearance between the cam and the narrowest surface of the lockout lever at the point shown.



Idle adjustment — After engine has reached normal operating temperature adjust idle speed to correct RPM, with transmission in neutral or drive, as specified. Use accurate tachometer. Adjust idle mixture screws for best quality idle (highest RPM). A more stable idle will result if idle speed and mixture are rechecked after road test.

Fast idle adjustment - Adjust fast idle screw to give specified RPM with fast idle screw on the specified step of fast idle cam, engine at normal operating temperature, transmission in neutral.



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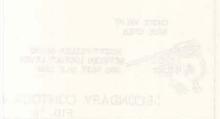


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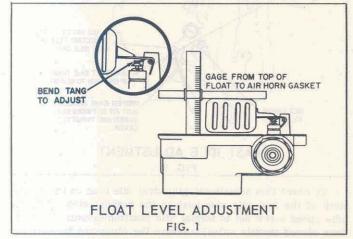
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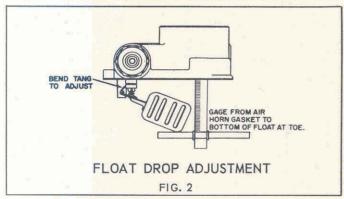


ADJUSTMENT PROCEDURES - "H"

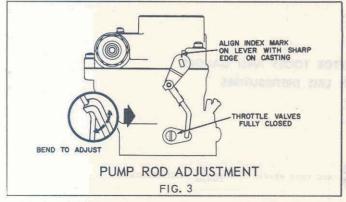
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With the air horn inverted and the gasket in place, check height of each float. Bend tang which contacts needle until each pontoon is set to specified dimension. Float pontoons should be parellel with air horn surface when set correctly. Align floats to avoid interference in bowl.

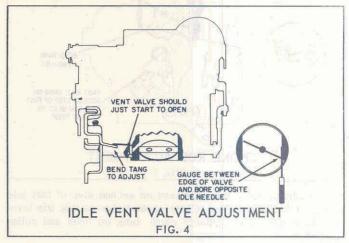


With the air horn assembly held upright and floats suspended freely, measure dimension from air horn gasket to bottom of float pontoon at toe, adjust to specified dimension by bending tang which contacts seat at rear of float arm.

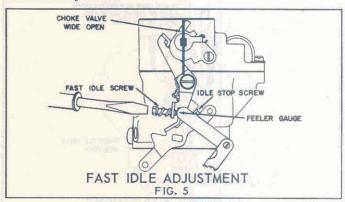


Back out idle stop screw until the throttle valves are completely closed in bore. Bend pump rod as shown until the index line on upper pump lever just aligns with sharp edge on air horn casting.

NOTE: On Powerglide applications using a two hole lower pump lever, setting should be made with pump rod placed in outer hole. After setting is made, pump rod should be moved to inner hole on lever for proper operation.

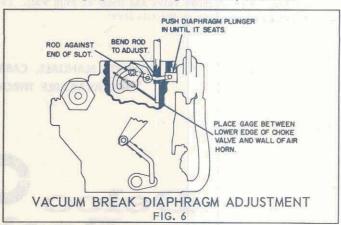


To adjust, bend the tang on the throttle lever so that when the vent valve just starts to open the proper gauge will just go between the throttle valve and the bore directly opposite the idle needle. Do not bend the spring arm on the vent valve as distortion may result.

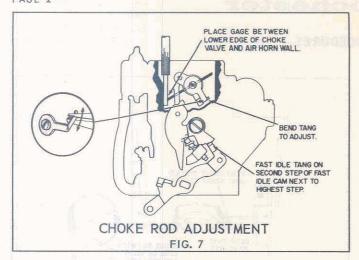


First set normal engine idle speed; then with choke valve wide open, turn fast idle adjusting screw so that there is a clearance as specified between the end of screw and tang on throttle lever.

Use feeler gauge for checking clearance, as shown.



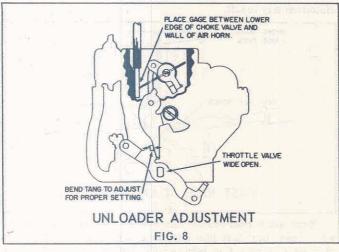
To adjust push diaphragm plunger inward until seated, and then close choke valve to point where connecting rod is to end of slot in choke lever. With choke valve in this position specified gauge should fit between lower edge of choke valve and inner air horn wall as shown. To adjust, bend connecting rod at point shown.



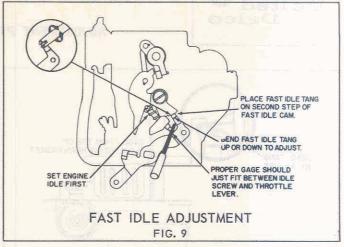
To adjust, place fast idle tang on second step of fast idle cam next to highest step. Close choke valve so that trip lever on choke shaft just contacts choke tang on lever and collar assembly.

Specified gauge should just fit between lower edge of choke valve and inner air horn wall.

To adjust, bend tang on trip lever up or down as shown.



To adjust, hold throttle valve wide open (accelerator pedal depressed to floor), then the specified gauge should just fit between lower edge of choke valve and inner air horn wall. To adjust, bend unloader tang on throttle lever.



To check this adjustment, place fast idle tang on the second step of the fast idle cam next to the highest step. With the idle speed screw set to normal idle position (approx. ¾ turn in from closed throttle valve) measure the clearance between the idle stop screw and edge of the throttle lever. Bend the fast idle tang up or down, to adjust.

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