



**Delco Carburetor**

**BULLETIN 9D-201**

**DATE: NOVEMBER, 1971**

**PAGE 1**

**FILE IN SERVICE "FIX" SECTION**

## **SERVICE INFORMATION**

**SUBJECT:** New Screw Kit Released for Monojet Carburetors

**PART NUMBER:** 7041830 — Screw Kit

*A new kit is released which contains self-locking type screws for use on Monojet carburetors.*

The following screws are contained in the kit:

- 1 — Fast idle cam screw
- 3 — Long air horn screws
- 3 — Short air horn screws
- 2 — Throttle body to bowl attaching screws
- 2 — Air cleaner bracket screws

The special screws in the kit have self-locking threads and are extremely useful on applications where excessive engine vibration or rough road operation can cause loose carburetor screws.



# SERVICE INFORMATION

For more information, please contact your local dealer.

1-800-234-2345

1. When the engine is started, the oil pressure warning light should come on for a few seconds and then go out.

2. If the oil pressure warning light stays on, it indicates a problem with the oil pressure.

3. Check the oil level in the oil pan.

4. Check the oil pressure with a pressure gauge.

5. If the oil pressure is low, add oil to the oil pan.

6. If the oil pressure is still low, contact your local dealer for assistance.

7. The oil pressure warning light should come on when the engine is started and then go out.

8. If the oil pressure warning light stays on, it indicates a problem with the oil pressure. Check the oil level in the oil pan and the oil pressure with a pressure gauge. If the oil pressure is low, add oil to the oil pan. If the oil pressure is still low, contact your local dealer for assistance.



**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** Quadrajets Secondary Main Well Seal

**PART NO.** 7041342

**BULLETIN 9D- 202**

**DATE** November, 1971

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** \_\_\_\_\_

Some cases of fuel leakage at the secondary main well plugs have been reported on early model quadrajets.

If leakage occurs past the two plugs, it will fill the secondary well cavity in the throttle body with fuel. The fuel then seeps through the throttle body-to-bowl gasket, and into the carburetor bores which could result in rough idle or hard starting.

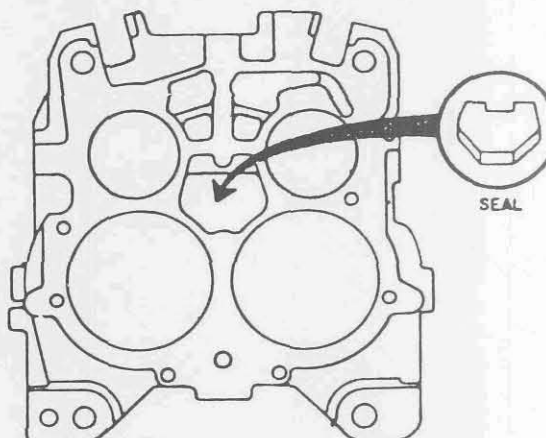
To stop this seepage of fuel, a special Viton\* seal is available for service use only. Use of this seal avoids the possibility of cracking the bowl when installing some types of plugs available on the market.

The procedure for installing this seal is as follows:

1. Remove carburetor from engine.
2. Disconnect accelerator pump rod.
3. Remove float bowl-to-throttle body attaching screws and two long air horn attaching screws at rear of carburetor and remove throttle body.
4. Insert seal, part #7041342, into bottom of secondary well cavity in throttle body, see figure below.
5. Replace throttle body to float bowl, tightening attaching screws and two air horn screws evenly and securely.
6. Reconnect accelerator pump rod and install carburetor on engine.

**NOTE:** The two secondary well plugs should not be removed when performing this operation.

\*Registered trade-mark E.I. duPont deNemours



ALL CAR AND TRUCK  
DIVISIONS

FUEL SYSTEM

PART NO. ALL QUADRAJETS





## DELCO CARBURETOR SERVICE INFORMATION

ALL CAR DIVISION AND GMC TRUCK

**SUBJECT:** Quadrajets - Stripped Fuel Inlet Nut Repair

**PART NO.** 7041634 and 7041635

**BULLETIN 9D- 203**

**DATE** January, 1974

**PAGE** 1 of 2

**FILE IN 9D-200 SECTION**

**NO.** 74-T-1

**REPLACES 9D-203**

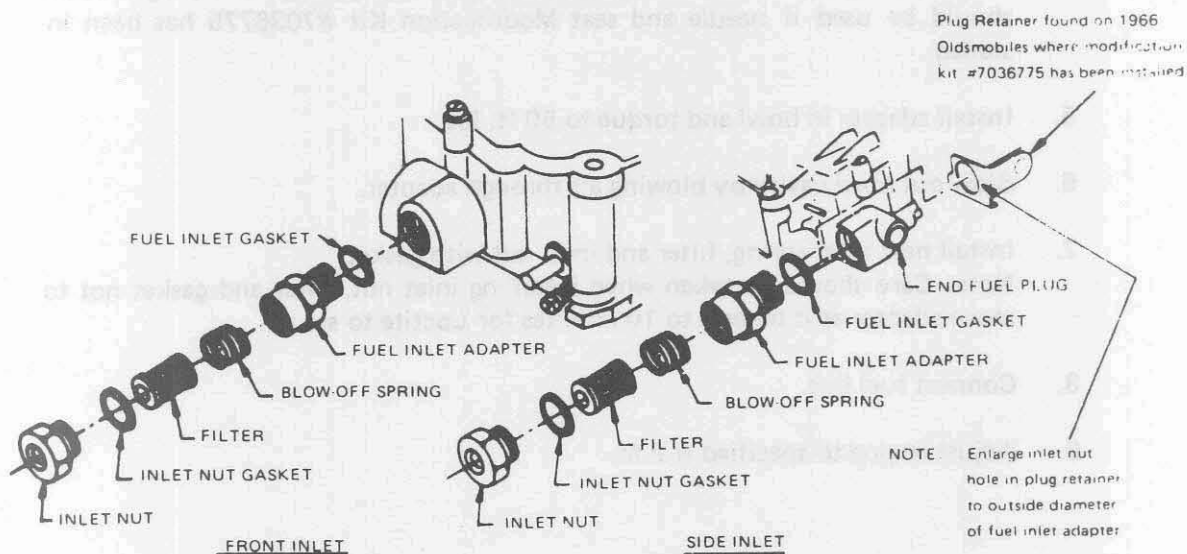
**DATED** November, 1971

Two fuel inlet adapter repair kits are released to cover all Quadrajets models. Applications are as follows:

Kit Part No.	Use on Following Quadrajets Applications
7041634	1966-71 Buick* 1966-71 Oldsmobile 1967-71 Pontiac 1965-71 Chevrolet — 3/8" fuel line

\*On 1966 Buick use the original inlet nut with nipple adapter

7041635	1967-71 Cadillac 1966-67 Chevrolet — 5/16" fuel line
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INSTALLATION INSTRUCTIONS ON REVERSE SIDE

FUEL SYSTEM

PART NO. 1966-71 QUADRAJETS

(OSS - 0051)

CO:9, 131, 132:G-K, FD, WD, X

(OVER)

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### INSTALLATION OF FUEL INLET ADAPTER

1. Remove fuel inlet nut, filter and spring and discard all parts.
2. Blow out fuel inlet cavity in float bowl making sure it is free of chips and foreign material..
3. Apply Loctite Primer "T" to threaded area of bowl and on inlet nut adapter. Allow Primer "T" to dry on threads.  
Note: The use of Loctite adhesive #75 and "T" Primer is to assure a permanently sealed fitting in the carburetor bowl and no attempt should be made to remove adapter.

#### IMPORTANT

Loctite Primer "T" and #75 adhesive sealant is available through parts jobbers and dealers.

4. Install one inlet nut gasket on adapter. Coat the threads of adapter which fit into float bowl with Loctite #75. Use extreme caution so Loctite is only on adapter threads.  
Note: On 1966 Model 4MV carburetors the fuel passage end plug retainer should be used if needle and seat Modification Kit #7036775 has been installed.
5. Install adapter in bowl and torque to 50 ft. lbs.
6. Blow out bowl cavity by blowing air through adapter.
7. Install new filter spring, filter and inlet nut with gasket.  
Note: Care should be taken when installing inlet nut, filter and gasket not to move adapter as it takes 5 to 10 minutes for Loctite to set up.
8. Connect fuel line.
9. Adjust engine to specified R.P.M.



**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** SERVICE REPLACEMENT IDLE  
LIMITER CAPS

**PART NO.** All Carburetors

**BULLETIN 9D- 204**

**DATE** November, 1973

**PAGE** 1

**FILE IN 9D-200 SECTION**  
**NO.** 74-I-2

Replaces 9D-204  
dated April, 1972

Special attention is directed to vehicle manufacturer's recommendations for idle speed and idle mixture adjustments. Complete effectiveness of the Exhaust Emission Control system, on vehicles so equipped, depends upon idle speed and idle mixtures being set to factory specifications.

The idle mixture is preset and sealed at the factory with black plastic limiter caps. The idle mixture caps should not be removed in the field unless idle mixture adjustment is required after cleaning or major carburetor repair. If the idle needle caps are removed the idle mixture should be reset according to instructions on the decal in the engine compartment or as outlined in the service manual.

Red plastic limiter caps were originally used for replacement after field adjustment and were supplied separately and in the repair kits. The red limiter cap replacement is no longer required after field adjustment, so they have been discontinued as a replacement part.

ALL CAR DIVISIONS

FUEL SYSTEM

PART NO. ALL 1971-73  
CARBURETOR MODELS





## DELCO CARBURETOR SERVICE INFORMATION

**SUBJECT:** MONOJET CARBURETOR CHOKE SHAFT  
AND LEVER REPLACEMENT

**PART NO.** All 1968 and later Monojet carburetors

**BULLETIN 9D-** 205

**DATE** August, 1972

**PAGE** 1

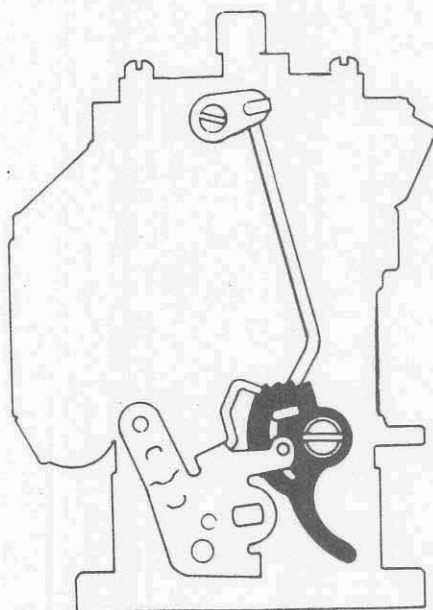
**FILE IN 9D-200 SECTION**  
**NO.** 72-T-1

All 1968 Monojet carburetors have a slot in the fast idle cam to allow free movement of the choke rod in the cam. The upper choke rod lever has a standard hole for attachment of the upper end of the choke rod to the choke shaft.

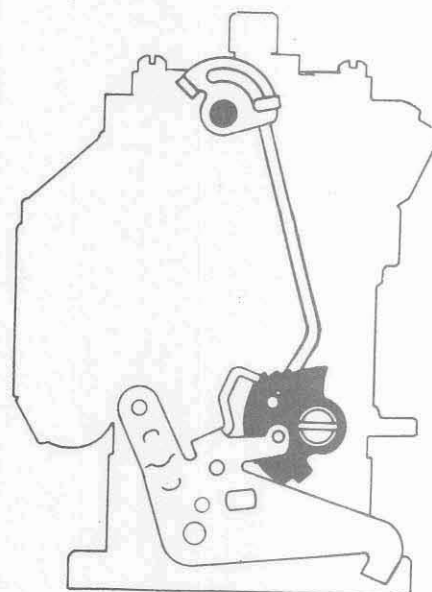
If choke shaft replacement is necessary, it should be serviced with choke shaft and lever assembly, Part No. 7034009. The upper choke rod lever is still serviced separately under Part Number 7034056.

On 1969 and later models the upper choke lever is slotted for free movement of the choke rod and the fast idle cam has a standard hole. On these models a choke shaft and lever kit, Part No. 7036973, must be used if necessary to replace the upper choke rod slotted lever or the choke shaft and coil lever assembly.

The new kit, Part Number 7036973, contains a choke shaft with the slotted choke lever spun on one end and a separate choke coil rod lever with an attaching screw.



1968 Models



1969 and later models

(OSS - 0519)

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

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CHEVROLET - 6 Cy1.

FUEL SYSTEM

PART NO. All MV models





## DELCO CARBURETOR SERVICE INFORMATION

BUICK, CHEVROLET,  
OLDSMOBILE, PONTIAC  
AND GMC TRUCK

**SUBJECT:** Monojet Main Well Plug Kit

**PART NO.** 7041848 Assortment Kit

### BULLETIN 9D- 200

**DATE** January, 1974

**PAGE** 1 of 2

**FILE IN 9D-200 SECTION**

**NO.** 74-I-1

Replaces 9D-200

Dated November, 1971

The assortment kit has been released to the field for replacement of the main well plug where necessary. The following are contained in the kit:

Quantity	Part No.	Identification	Color
10	7030470	No bleed hole	Silver
5	7030471	.023" bleed hole	Silver
5	7030472	.030" bleed hole	Copper
10	7030473	.036" bleed hole	Black

*Some plugs have bleed holes and some do not.*

It is very important that the correct plug be used in each particular carburetor model. The following list gives the correct plug application for each carburetor unit:

1968		1969		1970	
Carb.	Plug	Carb.	Plug	Carb.	Plug
No.	Color	No.	Color	No.	Color
7028006	Black	7029007	Silver (no hole)	7040007	Silv. (bld. hole)
7028007	Black	7029008	Black	7040008	Black
7028008	Black	7029011	Silver (no hole)	7040011	Silv. (bld. hole)
7028009	Black	7029012	Silver (no hole)	7040012	Silv. (no hole)
7028010	Black	7029014	Silver (no hole)	7040014	Silv. (no hole)
7028011	Black	7029015	Silver (no hole)	7040017	Silv. (no hole)
7028012	Black	7029017	Silver (no hole)	7040021	Silv. (bld. hole)
7028013	Black	7029021	Silver (no hole)	7040022	Silv. (no hole)
7028014	Black	7029022	Silver (no hole)	7040025	Silv. (bld. hole)
7028015	Black	7029047	Silver (bleed hole)	7040026	Silv. (no hole)
7028017	Black	7029057	Black		
7028047	Silver (bleed hole)	7029165	Copper		
7028057	Black	7029166	Copper		
7028065	Silver (bleed hole)	7029167	Copper		
7028067	Copper	7029168	Copper		
7028082	Black				
7028083	Black				
7028180	Black				
7028181	Black				
7028182	Black				

FUEL SYSTEM

PART NO. ALL MONOJECTS

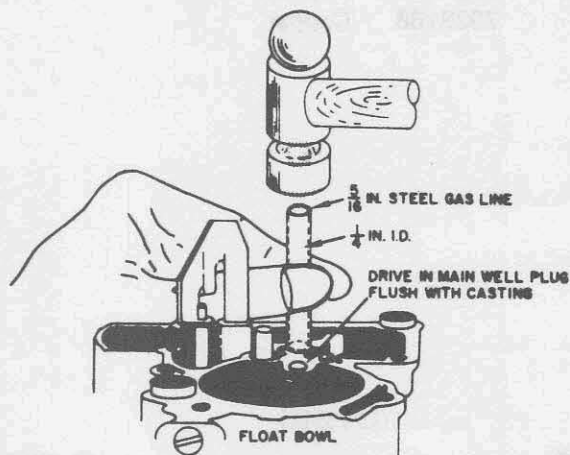
1971		1972		1973	
Carb. No.	Plug Color	Carb. No.	Plug Color	Carb. No.	Plug Color
7041014	Silver (bleed hole)	7042011	Silver (bleed hole)	7043009	Silv. (bld. hole)
7041017	Silver (bleed hole)	7042012	Silver (no hole)	7043012	Silv. (no hole)
7041021	Silver (bleed hole)	7042014	Silver (bleed hole)	7043014	Silv. (bld. hole)
7041022	Silver (no hole)	7042017	Silver (bleed hole)	7043017	Silv. (bld. hole)
7041023	Copper	7042021	Silber (bleed hole)	7043021	Silv. (bld. hole)
7041024	Copper	7042022	Silver (bleed hole)	7043022	Silv. (bld. hole)
7041025	Silver (bleed hole)	7042023	Copper	7043023	Copper
7041026	Silver (no hole)	7042024	Copper	7043024	Copper
		7042025	Silver (bleed hole)	7043025	Silv. (bld. hole)
		7042026	Silver (no hole)	7043026	Silv. (no hole)
		7042984	Silver (bleed hole)	7043312	Silv. (bld. hole)
		7042987	Silver (bleed hole)	7043323	Copper
		7042991	Silver (bleed hole)	7043324	Copper
		7042992	Silver (bleed hole)	7043326	Silv. (bld. hole)
		7042993	Copper	7043333	Copper
		7042994	Copper	7043334	Copper
		7042995	Silver (bleed hole)		

### Installation:

The main well plug is a press fit and is located in top of main well as shown. To install use a tool made from a piece of 5/16" steel gas line tubing cut to 3" length. The inside diameter of gas line is approximately 1/4". If a piece of regular tubing is used, make sure the inside diameter is the above dimension. Remove burrs from end of tube.

1. Remove carburetor from engine; then remove air horn assembly from float bowl.
2. Start new main well plug into top of main well with fingers. Make sure sides of plug are vertical with hole in main well.
3. Using the 3" piece of 5/16" steel gas line and hammer, carefully drive main well plug inward until bead on plug rests on top of main well casting. SEE DRAWING.

**CAUTION:** Do not use any type sealer on main well plug as it may get into fuel channels.





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** CORRECT INSTALLATION OF FLOAT NEEDLE  
PULL CLIP

**PART NO.** All Quadrajets Carburetors

**BULLETIN 9D- 206**

**DATE** August, 1972

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 72-T-2

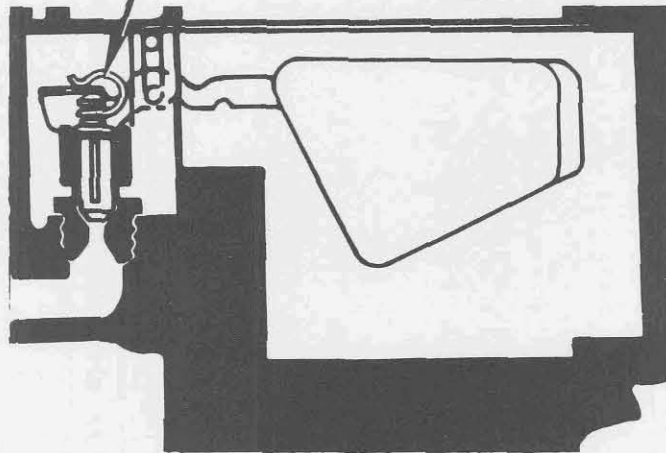
ALL CAR DIVISIONS

Reports have been received of incorrect installation of the float needle pull clip on the float arm during field replacement. If the clip is not installed as recommended, carburetor flooding can result.

It is reported that the end of the pull clip is being installed through the holes in the top of the float arm above the needle. These are locating holes used for manufacture of the float arm and are not to be used for the pull clip.

Correct installation of the float needle pull clip, is to hook the clip over the edge of the flat on float arm facing the float pontoon, as shown.

HOOK CLIP OVER EDGE OF  
FLOAT ARM



Note: The only exception to this is when using the float needle modification kit - Part Number 7036775. This needle pull clip hooks over the opposite edge of float arm as shown on instruction sheet in the kit.

FUEL SYSTEM

PART NO. All Quadrajets carburetors





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** PUMP ROD REMOVAL ON ROCHESTER  
QUADRAJET CARBURETORS

**PART NO.** All 1970 and later models

**BULLETIN 9D- 207**

**DATE** August, 1972

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 72-T-3

ALL CAR DIVISIONS

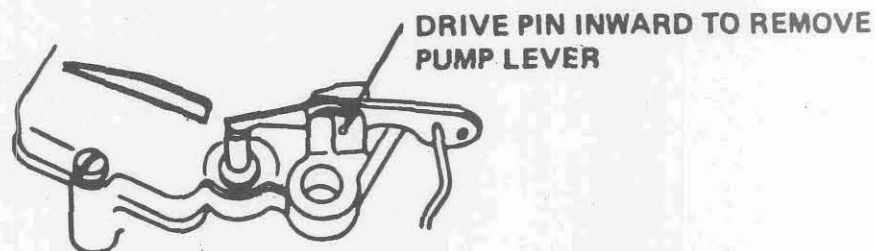
The above model carburetors use a clipless pump rod to prevent the possibility of retaining clips being accidentally left off or becoming lost due to improper installation.

Reports have been received that the pump rod is being bent to remove the rod from upper pump lever when removing the air horn from float bowl. This is a bad safety practice as the pump rod will be weakened and also may cause a bind due to not being aligned properly after bending.

Correct removal of the pump rod should be done by driving the small roll pin retaining the upper pump lever inward (towards air cleaner boss) until the lever can be removed from boss on air horn. Then remove upper pump lever, pump rod and air horn assembly.

To install pump rod after air horn installation, install pump rod to throttle lever and upper end of rod to upper pump lever. Then insert upper lever into boss on air horn and push roll pin back through hole in pump lever until the outer end of pin is flush with boss on air horn. See sketch.

FUEL SYSTEM



PART NO. All Quadrajet carburetors -  
1970 and later models

(OSS - 0519)

CO. WD. 131, 132; 16, 9X, 9FR, 9FD, 9LA

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**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** QUADRAJET AIR VALVE CAM REPLACEMENT

**PART NO.** 7035344 Air Valve and Spring Kit

**BULLETIN 9D-** 209

**DATE** August, 1972

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 72-I-2

A cam and spring kit is available for Quadrajet air valve cam repair. The kit includes the cam, spring, set screw, pin, and the air valve shaft seal plug.

To replace cam:

1. Remove air valve screws
2. Remove air valves
3. Remove set screw for adjustment pin
4. Remove adjustment pin
5. Remove wind-up spring
6. Drive out air valve shaft
7. Install new cam
8. Reverse above procedure for re-assembly
9. Install new shaft seal
10. Refer to specification for setting air valve wind-up. (Bulletin 9D-210)

ALL CAR DIVISIONS

FUEL SYSTEM

PART NO. ALL QUADRAJETS





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** QUADRAJET AIR VALVE CAM REPLACEMENT

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ALL CAR DIVISIONS

FUEL SYSTEM

PART NO. ALL QUADRAJETS





# **DELCO CARBURETOR SERVICE INFORMATION**

**SUBJECT:** Air Valve Windup Setting Procedure and Specifications.

**PART NO.** All Quadrajets

**BULLETIN 9D- 210**

**DATE** November, 1973

**PAGE** 1 of 2

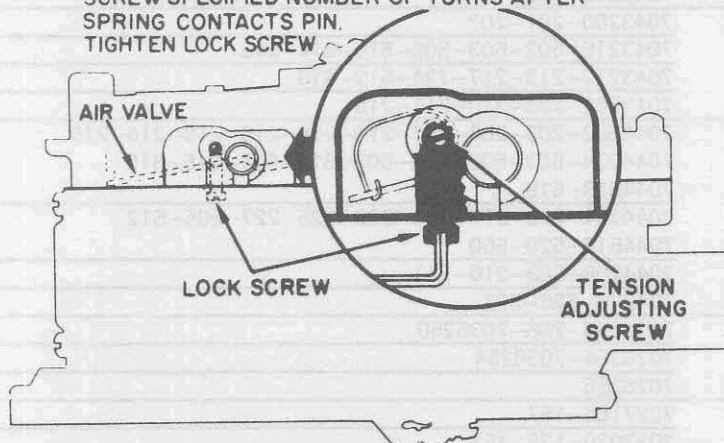
**FILE IN 9D-200 SECTION**

**NO.** 72-1-3

Replaces 9D-210

Dated August, 1972

WITH LOCK SCREW LOOSENED AND  
WITH AIR VALVE CLOSED, TURN ADJUSTING  
SCREW SPECIFIED NUMBER OF TURNS AFTER  
SPRING CONTACTS PIN.  
TIGHTEN LOCK SCREW



## **AIR VALVE SPRING ADJUSTMENT**

MODEL	YEAR	CARBURETOR NO.	AIR VALVE WINDUP (TURNS)
Buick	'66	ALL	5/8
	'67-'69	ALL	1/2
	'70-'72	ALL	7/16
	'73	7043240-242-243	7/16
		7043244	11/16
	'74	7044240-241-540	7/16
		7044242-244-246-248-544-546	11/16
Cadillac	'67	ALL	1/4
	'68	7028230-231	1/2
		7028234-235	7/16
	'69	ALL	1/2
	'70	ALL	7/16
	'71-'72	ALL	1/2
	'73	7043230-231-233	5/16
		7043232	3/8
	'74	7044230-233-235-530	3/8
		7044232-532	1/2
		7044234	5/16
Chevrolet	'65-'66	ALL	1
	'67	ALL	7/8
	'68	7028207-208-212-219-229	3/8
		7028209-210-211-213-216-217-218	7/8
	'69	7029200-204-207-214-215	13/16
		7029201-202-203-223	7/16

ALL CAR DIVISIONS

FUEL SYSTEM

PART NO. ALL QUADRAJETS

## BULLETIN 9D-210

Page 2

MODEL	YEAR	CARBURETOR NO.	AIR VALVE WINDUP (TURNS)
Chevrolet Cont'd.	'70	7040200-202-203-208-213-500-502-503-508	
		7040511-512-513	7/16
		7040201-204-205-206-207-221-501-504-505	
		7040506-507-508-521	13/16
	'71	7041200-201-202-203-204-205-208-209-211	
		7041212-213	7/16
		7041206	13/16
	'72	7042200-201-204-205-209-212-215-216-217	
		7042218-219-220	7/16
		7042202-203-208-210-211-902-903-910-911	1/2
		7042206-207	11/16
	'73	7043200-201-207	11/16
		7043215-502-503-508-510-511-515	1/2
		7043212-213-217-224-512-513	1
		7043202-203-210-211-219	3/4
	'74	7044202-203-206-207-213-214-215-216-218-219	
		7044224-502-503-506-507-513-514-515-516	7/8
		7044518-519	
		7044201-212-217-221-223-225-227-505-512	
		7044517-520-550	7/16
		7044208-209-210-211	1
Oldsmobile	'66	704226-526-527	3/4
		7026250-256-7036250	3/4
		7026254-7036254	1/2
		7026255	5/8
	'67	7027156-157	3/4
		7027036-135-153	1/2
	'68	7028250	1/2
		7028251-252-255	3/4
	'69	7029250	1/2
		7029251-252-253-254-255	3/4
	'70	7040251-252-253-255-256-257-258-551-552	
		7040554-555	3/4
		7040250-550	1/2
	'71	7041-252-253-257	3/4
		7041250	1/2
	'72	7042251-252-951-952-953	3/4
		7042250-950	1/2
	'73-'74	7043250-255-256-257	1/2
		7043251-252-253-254-258-259	3/4
	'74	7044557-558-559	3/4
Pontiac	'66-'69	ALL	1/2
	'70	7040577	3/8
		7040262-263-264-267-268-271-274-275-276	
		7040277-562-563-564-567-568-572-575-576	7/16
		7040265-266-270-273-565-566-570-573	3/4
	'71	7041267-268-270	1/2
		7041262-263-264-271	7/16
	'72	7042262-270-273	7/16
		7042264	5/8
		7042267	9/16
		7042263	11/16
	'73	7043263	5/8
		7043265-274	9/16
		7043262-272	3/8
		7043264	1/2
	'74	7044262-267-272-560	3/8
		7044266-268-269-568	1/2
		7044270-273	3/4
		7044274	9/16



## DELCO CARBURETOR SERVICE INFORMATION

**SUBJECT:** USE OF INCORRECT THROTTLE BODY TO  
FLOAT BOWL GASKET - QUADRAJET

**PART NO.** 1970 and Later Quadrajet Carburetors

**BULLETIN 9D-** 211

**DATE** November, 1972

**PAGE** 1

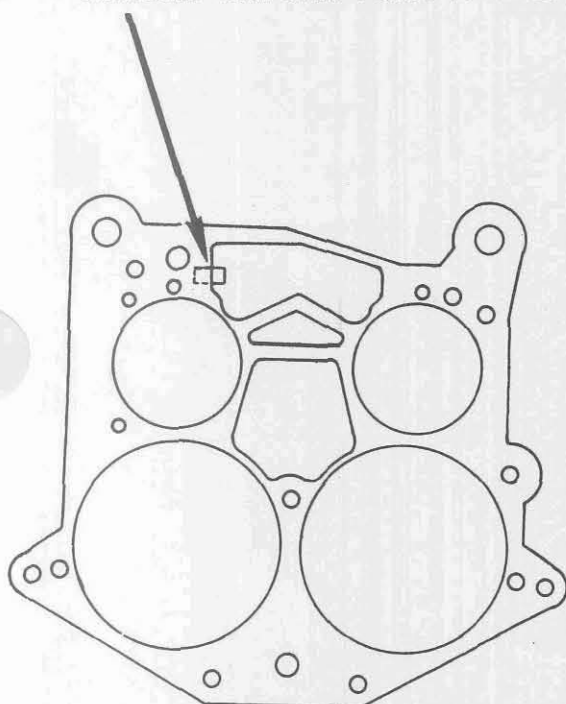
**FILE IN 9D-200 SECTION**  
**NO.** 72-I-4

Field reports, along with returned samples, indicate servicemen sometimes are substituting the wrong throttle body to float bowl gasket on 1970 and later model Quadrajet carburetors. When this substitution is made, vacuum leaks occur causing rough idle due to air by-passing the primary throttle valves through the canister purge passage in the throttle body because the gasket will not seal this passage.

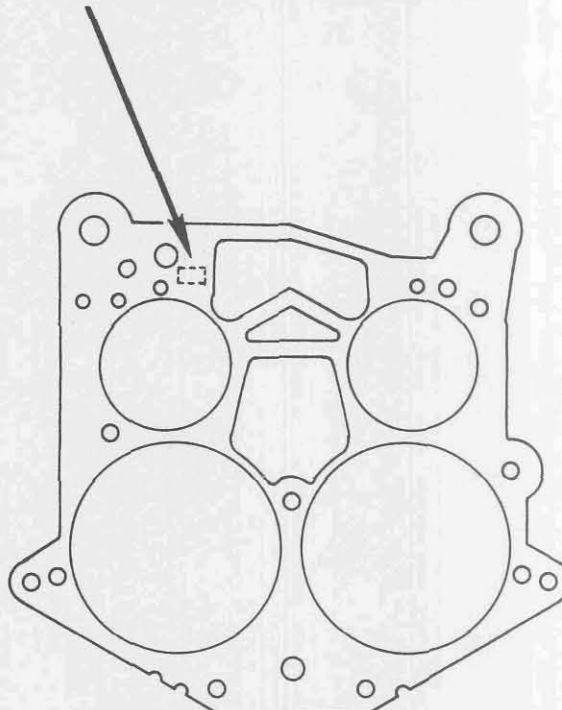
Therefore, in no case should the wrong throttle body to float bowl gasket be used on 1970 and later model Quadrajet carburetors.

The difference between the throttle body to bowl gaskets is shown below:

UNSEALED CANISTER PURGE PASSAGE



SEALED CANISTER PURGE PASSAGE



ALL CAR DIVISIONS

FUEL SYSTEM

PART NO. 1970 and later Quadrajet





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** "LOADED" QUADRAJET FLOATS

**PART NO.** 1967-70 BUICK, CHEVROLET AND  
PONTIAC QUADRAJET

**BULLETIN 9D- 212**

**DATE** March, 1973

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 73-T-1

Some cases of loaded float assemblies have been encountered in the above Quadrajet carburetors.

If after setting the idle speed to specified R.P.M., main discharge nozzle drip or excessive stalling is encountered, especially on stops, check the float level setting. If float setting is O.K., check for a float "loaded" with fuel.

If the float pontoon has absorbed fuel it will feel heavier than a new float of the same part number or will sometimes show wetness when squeezed between the thumb and finger. If these conditions are found, replace the float assembly.

BUICK, CHEVROLET, PONTIAC

FUEL SYSTEM

PART NO. 1967-70 QUADRAJET  
MODEL 4MV CARBURETORS

ONCO EASTING  
SERVICE INFORMATION



QUARTER 50- 32  
DATE: March 1953  
PAGE: 1  
PREPARED SECTION  
NO. 32-7-1

QUARTER 50- 32  
DATE: March 1953  
PAGE: 1  
PREPARED SECTION  
NO. 32-7-1

Some cases of local flow separation have been encountered in the above described conditions.

It is noted that the flow separation is not observed in the above described conditions. It is noted that the flow separation is not observed in the above described conditions.

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QUARTER 50- 32

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**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** VAPOR CANISTER - PURGE VALVE REPAIR

**PART NO.** 7041344 PURGE VALVE REPAIR KIT

**BULLETIN 9D-** 213

**DATE** March 1973

**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 73-I-1

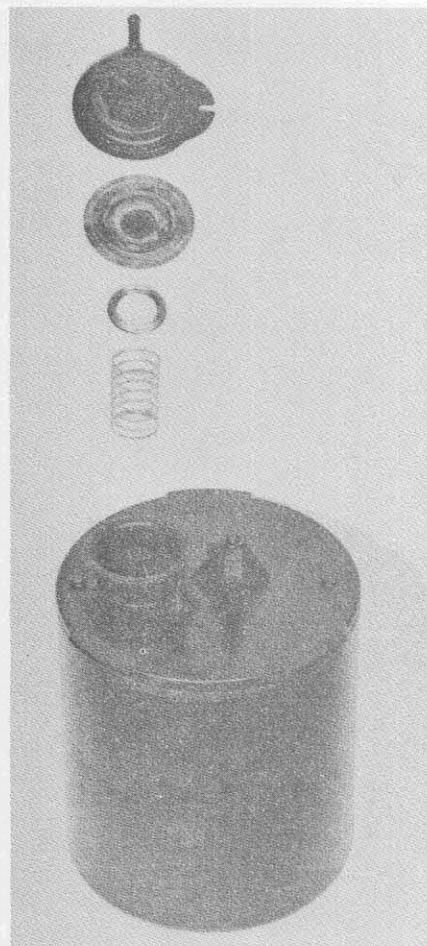
The purge valve located on the top of the fuel vapor collection canister, used on some applications, can be repaired without replacing the complete vapor canister. (See photo)

The repair kit, Part No. 7041344, consists of the following:

- 1 - Diaphragm cover
- 1 - Diaphragm
- 1 - Spring Retainer Washer
- 1 - Diaphragm Spring

Service of the purge valve is not a routine maintenance item and should be performed if damaged or parts are missing.

Install parts in order shown in photo. Make sure spring is seated in metal retainer and diaphragm lays flat between purge valve flange on canister and diaphragm cover. Snap diaphragm cover in place aligning vacuum pick-up tube with vacuum hose.



BUICK, CHEVROLET, OLDSMOBILE  
PONTIAC

**FUEL SYSTEM**

**PART NO.** VAPOR CANISTER  
7041344 REPAIR KIT





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** REMOVAL OF CLIPLESS PUMP PLUNGER ASSEMBLY  
FROM INSIDE PUMP LEVER

**PART NO.** ALL MODEL 2GV (2 BARREL) CARBURETORS  
USING INSIDE RETAINING LEVER

**BULLETIN 9D-** 214

**DATE** APRIL 1973

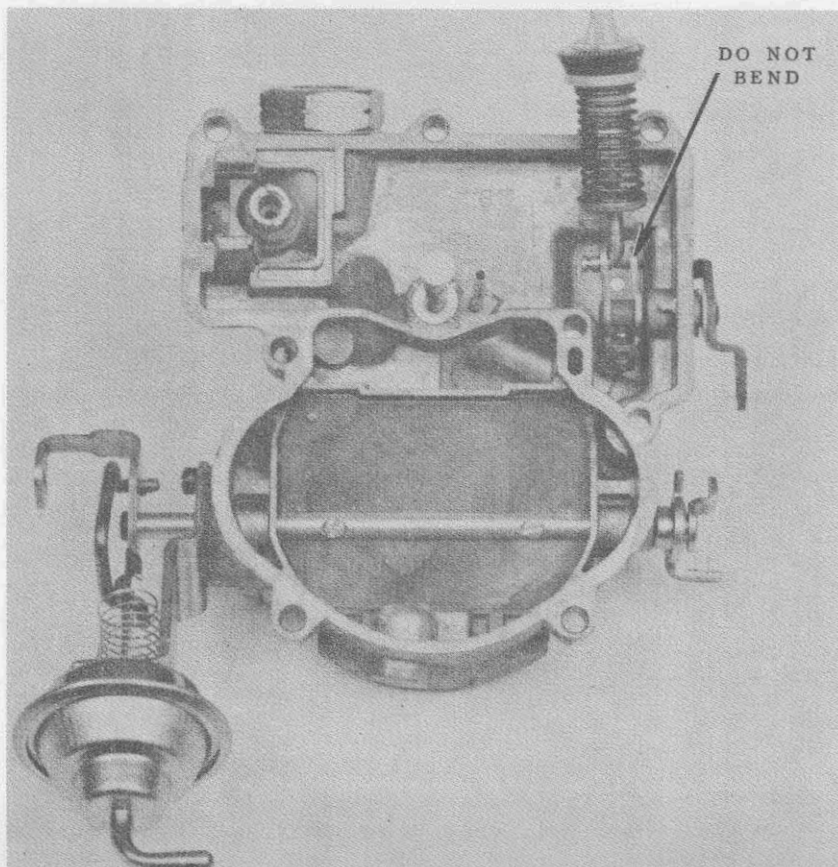
**PAGE** 1

**FILE IN 9D-200 SECTION**

**NO.** 73-I-2

When removing the pump plunger assembly from the inner pump lever on those models not using a retaining clip, it is necessary to first remove the inner pump lever from the pump shaft by loosening set screw on inner lever. Then remove inner pump lever from pump shaft. Rotate pump plunger assembly until upper end of plunger rod slips out of hole in inner pump lever.

**CAUTION:** Do not remove pump plunger assembly by bending the retaining arm on inner lever. If bent, the retaining arm can cause binding, jamming and in some cases, allow the pump assembly to fall out of the lever.



BUICK, CHEVROLET, OLDSMOBILE

FUEL SYSTEM

PART NO. LATE MODEL 2GV CARBURETORS





**DELCO CARBURETOR  
SERVICE INFORMATION**

**SUBJECT:** QUADRAJET CARBURETOR SECONDARY MAIN  
WELL SEAL

**PART NO.** 7041342

Reference Service "Fix" Bulletin 9D-202  
dated November 1971.

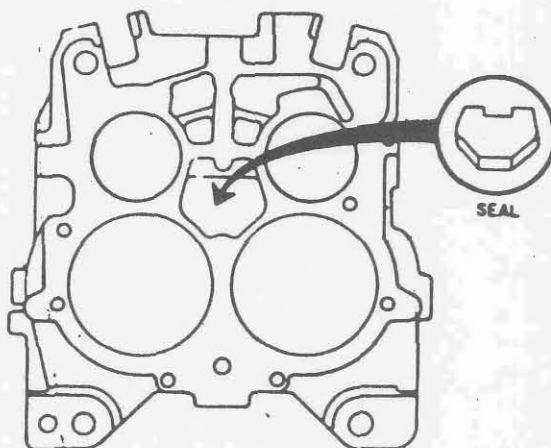
**BULLETIN 9D- 215**

**DATE** July, 1973

**PAGE** 1

**FILE IN 9D-200 SECTION**  
**NO.** 73-I-3

Field reports indicate servicemen are replacing the float bowl assembly and/or adding secondary main well plug seal 7041342 in the throttle body cavity (see illustration below), on Quadrajets carburetors that use the solid aluminum "spun-in" secondary main well plugs, to correct what appears to be "leaking secondary main well plugs". The presence of fuel in the cavity actually is due to "weeping action" whereby fuel from the secondary nozzles, during engine operation, seeps by the throttle body to bowl gasket to partially fill the cavity in the throttle body. Fuel in the throttle body cavity below the "spun-in" main well plugs will not affect operation and the float bowl assembly should not be replaced or the secondary main well plug seal 7041342 used.



If leakage of fuel at the secondary main well plugs is suspected, place the bowl on the bench on a dry, clean towel and fill the bowl with fuel. After about 5 minutes, carefully lift the bowl checking for dampness on the towel in the secondary main well plug location. If leakage is evident, the 7041342 seal may be installed in the throttle body cavity.

(OSS - 0401)  
132:K,9WD,9X,9FD

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ALL CAR DIVISIONS

FUEL SYSTEMS

PART NO ALL QUADRAJETS





**AC-Delco**  
Division of General Motors Corporation

## Service Bulletin

Bulletin 9D-216  
Date November, 1974  
Page one  
No. 74-T-1  
File in 9D-200 Section

SUBJECT: Quadrajets Secondary Main Well Plug Seal Kit 17052246

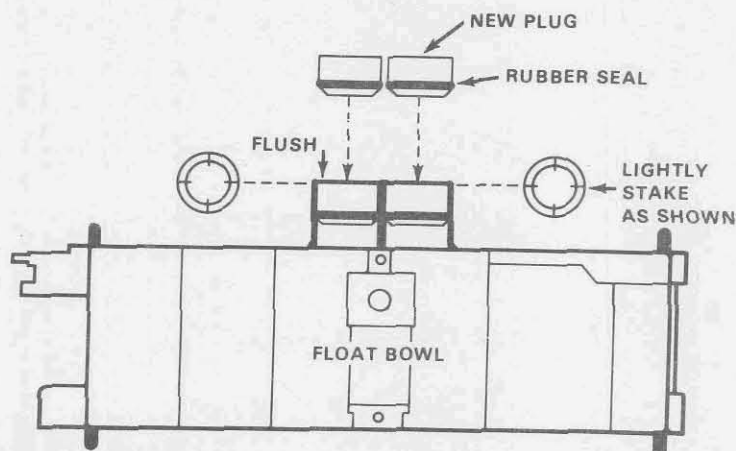
The secondary main well plug repair kit is released for use on early model carburetors which use the brass cup plug or solid aluminum plug without spinning. This kit should not be used on later models with the "spun-in" type secondary main well plug.

Before installing plug kit, check for leaks as follows:

1. Disassemble carburetor.
2. Place float bowl on stand and fill half full of fuel.
3. Observe plug area for fuel seepage.
4. In plugs leak, remove early type brass cup plugs with "Easy-out". If plug is solid type (without spinning), use a 3/16" stop drill and drill hole 1/4" deep in center of old plug. Use "Easy-out" and remove plug.

CAUTION: Do not drill through plug as casting may be damaged in well area. Blow out casting to remove dirt and chips.

5. Install rubber "O" ring seal into groove in new plug. Lube assembly with light engine oil, then carefully drive plug into main well, chamfered end down. Top of plug should be flush with casting. Lightly stake in place.



### INSTALLATION SECONDARY MAIN WELL PLUGS





**AC-Delco**  
Division of General Motors Corporation

## Delco Carburetor Service Bulletin

Bulletin 9D-217  
Date 12/1/76  
Page 1 of 5  
No. 76-I-1  
FILE IN 9D-200 SECTION

### SUBJECT: IDLE MIXTURE ADJUSTMENT PART NO. ALL 1977 G.M. VEHICLES

Idle mixture screws have been preset at the factory and capped. Do not remove the caps during normal engine maintenance.

Before suspecting the carburetor as the cause of poor engine performance or rough idle, check ignition system including distributor, timing, spark plugs and wires. Inspect air cleaner, evaporative emission system, EFE system, PCV system, EGR system, and engine compression. Also inspect intake manifold, vacuum hoses and connections for leaks and check torque of carburetor mounting bolts/nuts.

In the case of major carburetor overhaul, throttle body replacement or high idle CO as indicated by state or local emission inspection, then idle mixture may be adjusted. Adjusting mixture by other than the following method may violate Federal and/or California or other state or Provincial laws. The following procedure **MUST** be followed.

#### PROCEDURE

1. Set parking brake and block drive wheels. On cars equipped with a vacuum parking brake release, disconnect and plug vacuum hose at brake.
2. Remove air cleaner for access to carburetor, but keep vacuum hoses connected. On cars with automatic level control, disconnect and plug vacuum hose to compressor.
3. Disconnect and plug other hoses as directed on Emission Control Information Label under the hood.
4. Engine must be at normal operating temperature, choke open, air conditioning off.
5. Connect an ACCURATE tachometer to engine.
6. Disconnect vacuum advance and plug hose, check ignition timing. If necessary, adjust to specification shown on Emission Control Information Label. Reconnect vacuum advance.

NOTE: On cars with electronic spark timing, follow instructions on Emission Control Information Label very carefully.

7. Carefully remove caps from idle mixture screws. Be careful not to bend screws. Lightly seat screws, then back out **EQUALLY** just enough so engine will run.
8. Place transmission in \*Drive (automatics) or Neutral (manuals).  
\* Except certain trucks. See Emission Control Information Label.
9. Back each screw out (richen) 1/8 turn at a time until maximum idle speed is obtained. Then set idle speed screw to value shown in Chart Column A. See specs — page 3 thru 5. Repeat Step 9 to be certain you have maximum idle speed.
10. Turn each screw in (lean) with 1/8 turn increments until idle speed reaches value shown in Chart Column B. (See specs. — pages 3-5).
11. Reset idle speed to specification shown on Emission Control Information Label. (Note: This number may be different than the value shown on Chart Column B).
12. Check and adjust fast idle as described on the Emission Control Information Label.
13. Reconnect vacuum hoses. Install air cleaner.
14. Recheck idle speed. If necessary reset to specification.

1977 GM Vehicles

Fuel System

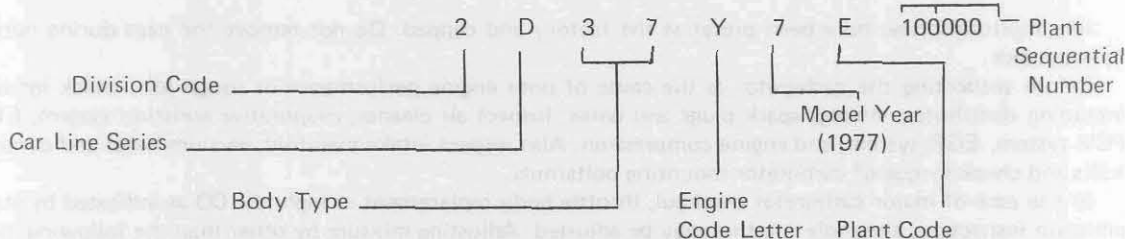
Idle Adjustments

## 1977 ENGINE IDENTIFICATION

When performing service on 1977 General Motors passenger cars, it is often necessary to know the size and the source of the engine. This information is readily available by referring to the vehicle identification number. This number is in the left corner of the dash and is visible through the windshield. It also appears on a tag on the rear edge of the left front door. The fifth character in the vehicle identification number identifies the engine.

### VEHICLE IDENTIFICATION NUMBERS

Example:



Following is a list of engine code letters for 1977. It gives the size of the engine and the division that manufactures the engine.

VIN CODE	ENGINE SIZE	SOURCE
B	140 in. 4 cyl.	Chevrolet
C	231 in. V-6	Buick
D	250 in. L-6	Chevrolet
E	98 in. (1.6L) 4 cyl.	Chevrolet
F	260 in. V-8	Oldsmobile
H	350 in. (2 bbl.) V-8	Buick
I	85 in. (1.4L) 4 cyl.	Chevrolet
J	350 in. (4 bbl.) V-8	Buick
K	403 in. V-8	Oldsmobile
L	350 in. V-8	Chevrolet
P	350 in. V-8	Pontiac
R	350 in. V-8	Oldsmobile
S	425 in. V-8	Cadillac
T	425 in. V-8 EFI	Cadillac
U	305 in. V-8	Chevrolet
V	151 in. 4 cyl.	Pontiac
X	350 in. V-8	Chevrolet
Y	301 in. V-8	Pontiac
Z	400 in. V-8	Pontiac

### IDLE MIXTURE ADJUSTMENTS

#### ABBREVIATIONS — (Terms):

EFI Electronic Fuel Injection

M/T Manual Transmission

A/T Automatic Transmission

A/C Air Conditioning

High Altitude — Engines calibrated for elevations over 4000 feet above sea level.

Federal — Engines calibrated for all states except California.

California — Engines calibrated to meet California emission requirements.

When performing idle mixture adjustments —

1. Identify engine
2. Follow idle mixture adjustment procedure as outlined on page 1.
3. Set to specifications that follow.