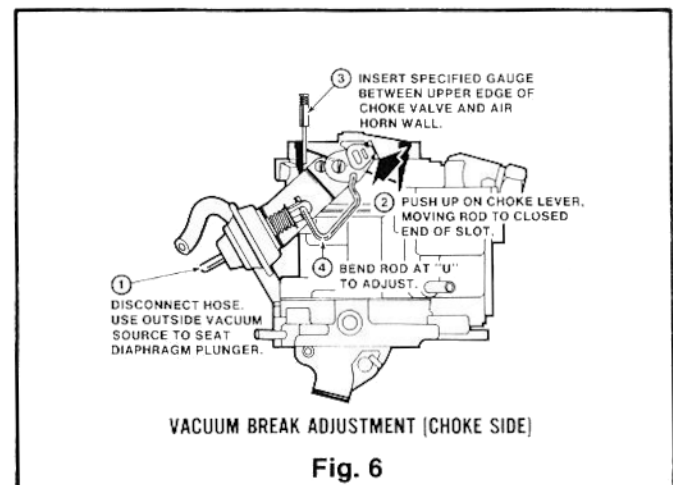
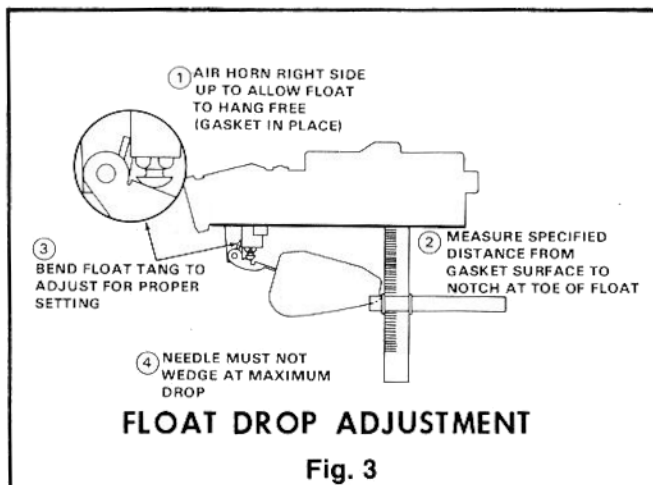
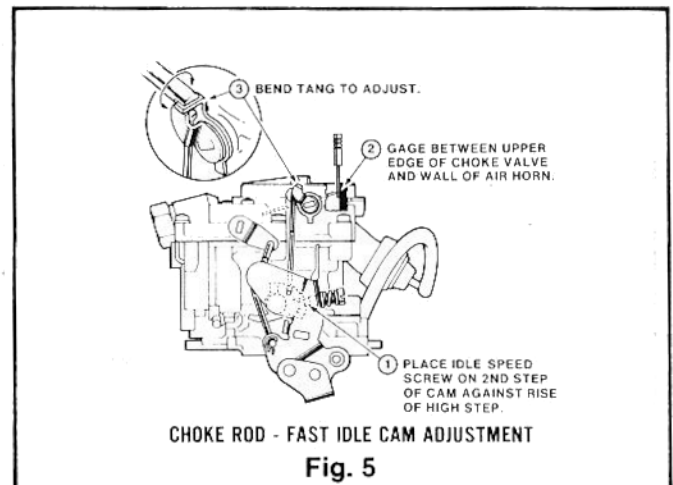
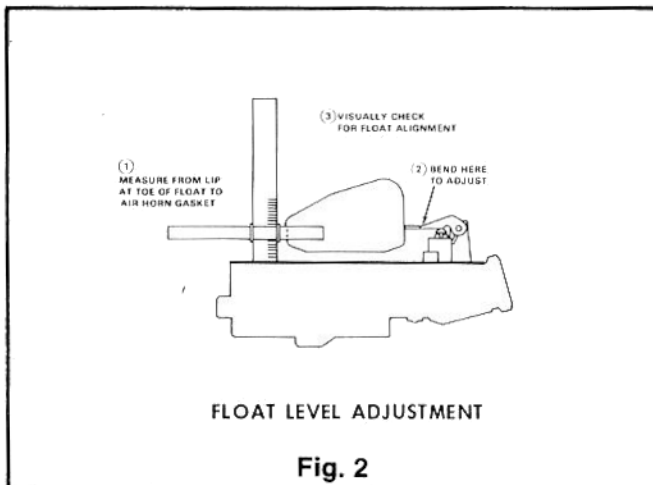
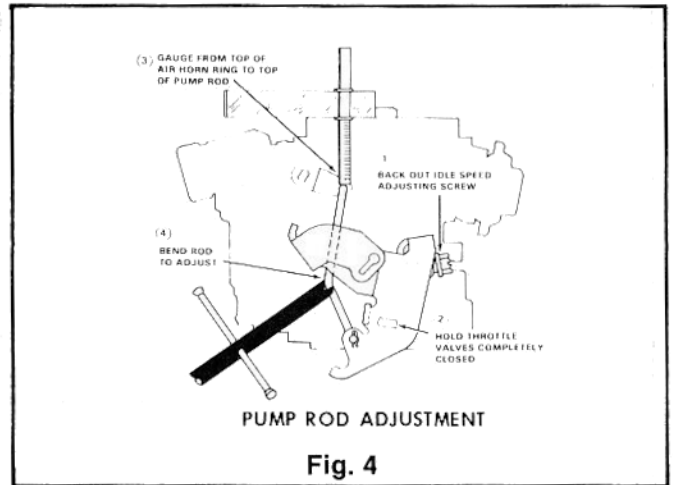
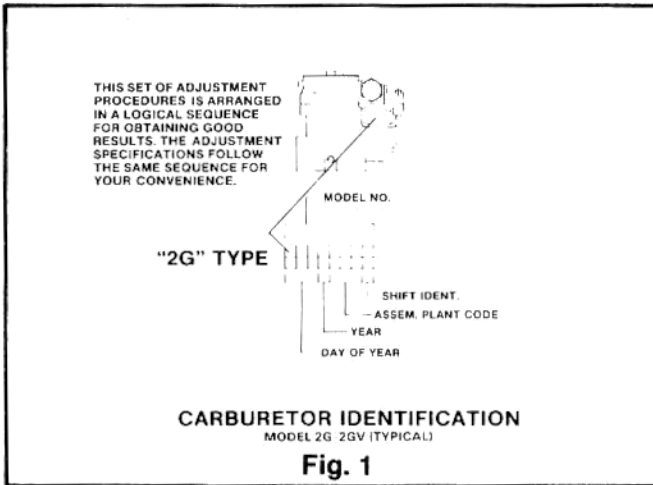


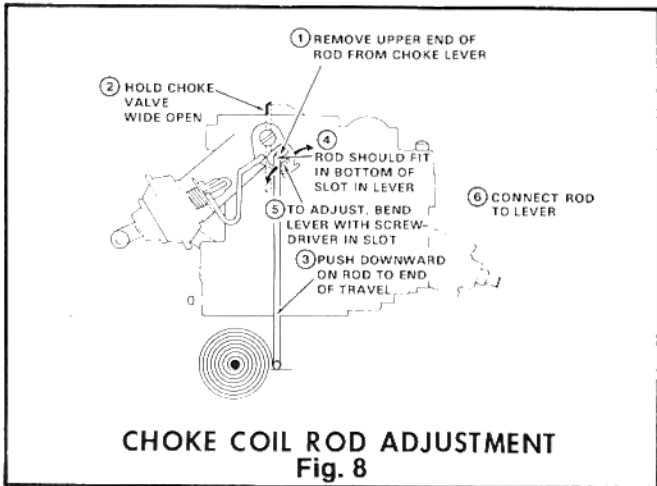
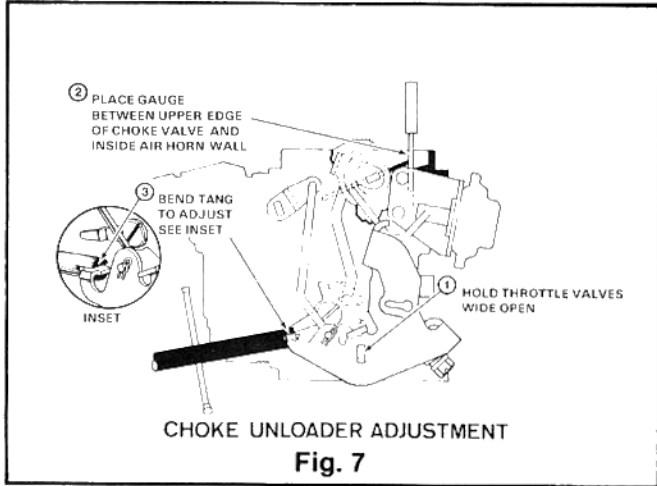


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ADJUSTMENT PROCEDURES MODELS 2G-2GV

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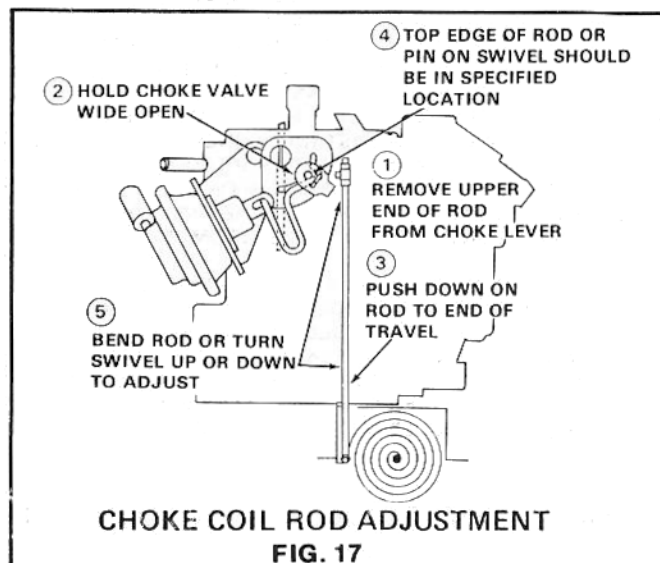
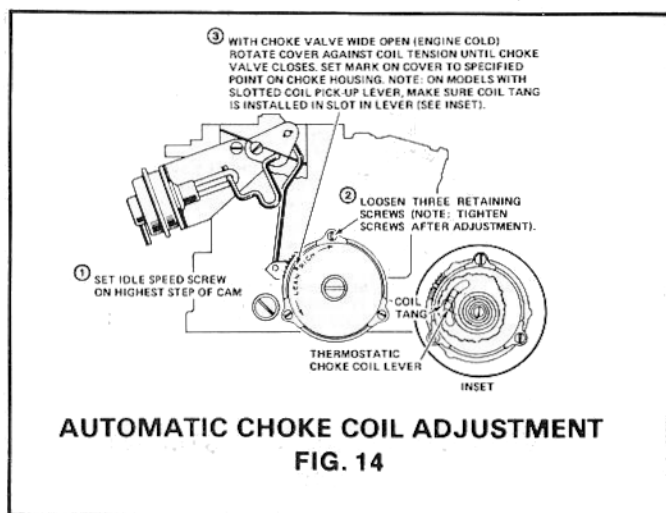
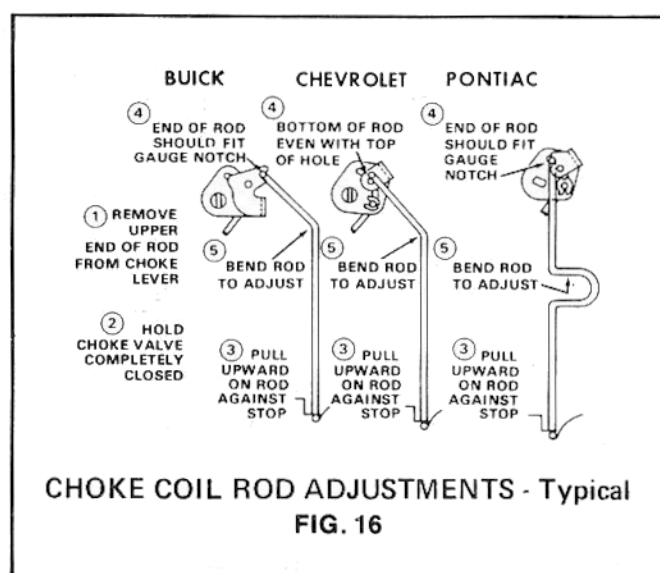
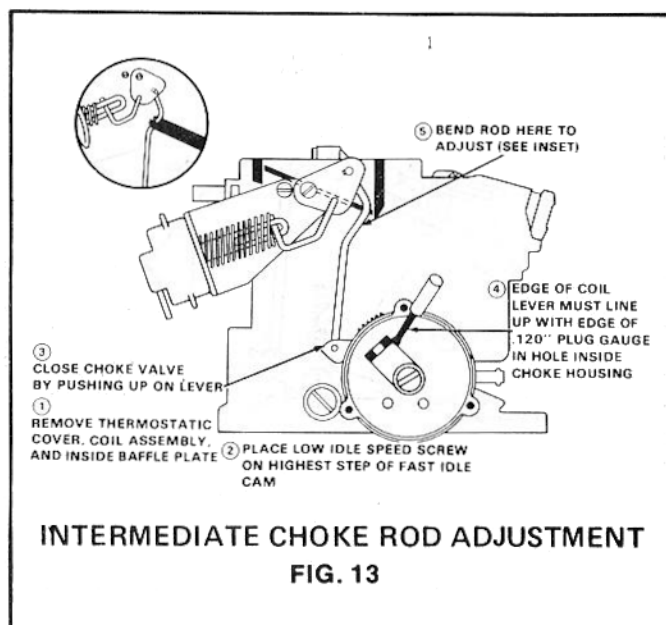
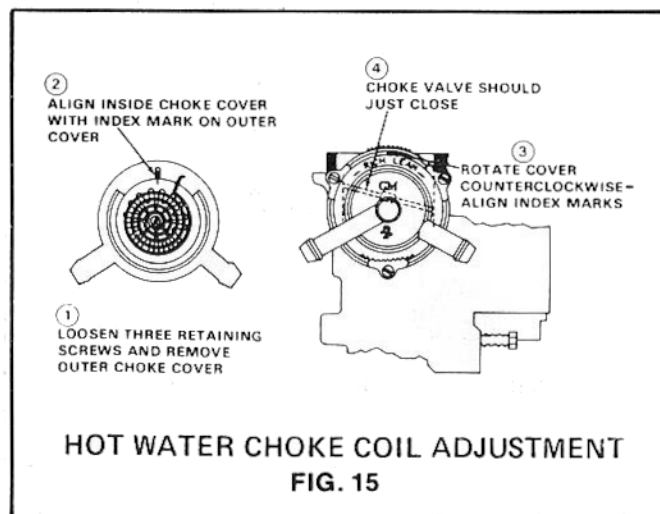
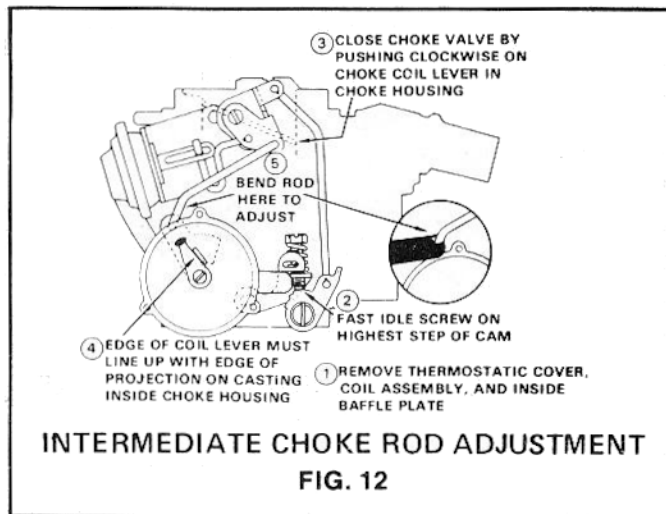


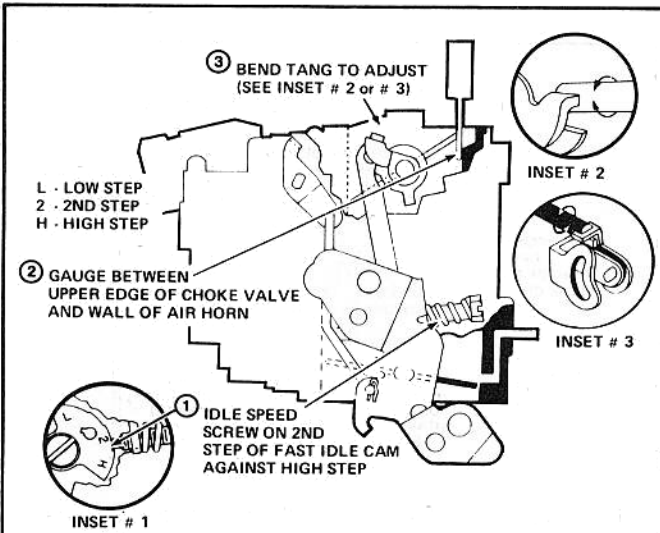
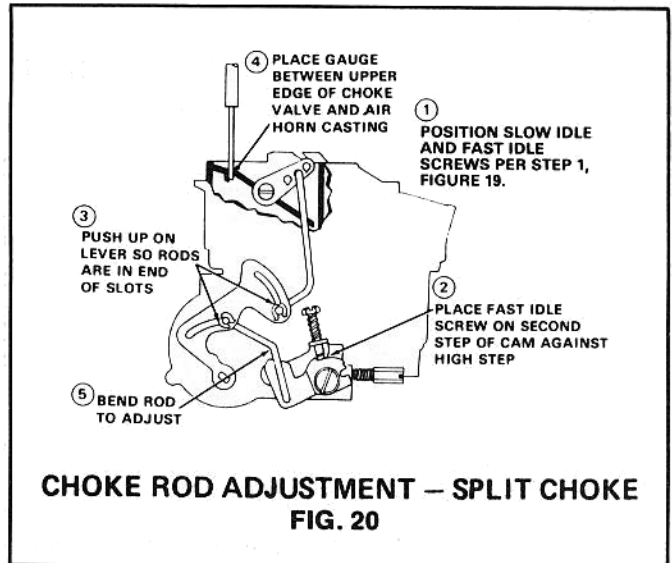
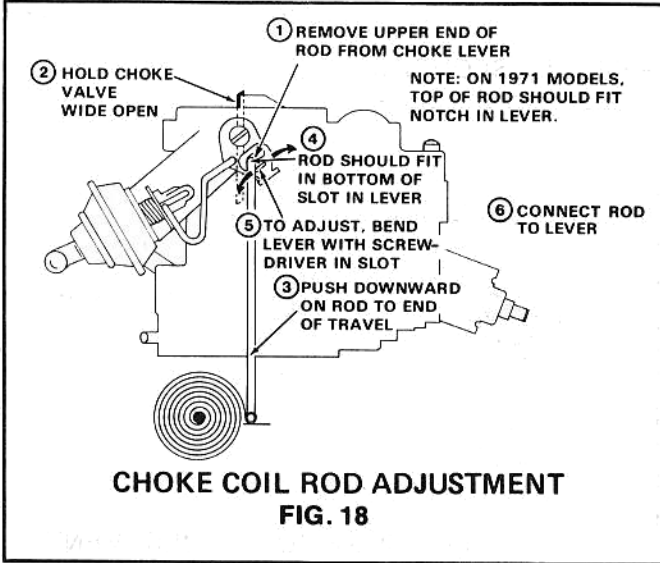
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ADJUSTMENT PROCEDURES — "2G" "2GC" "2GV" "2GE"

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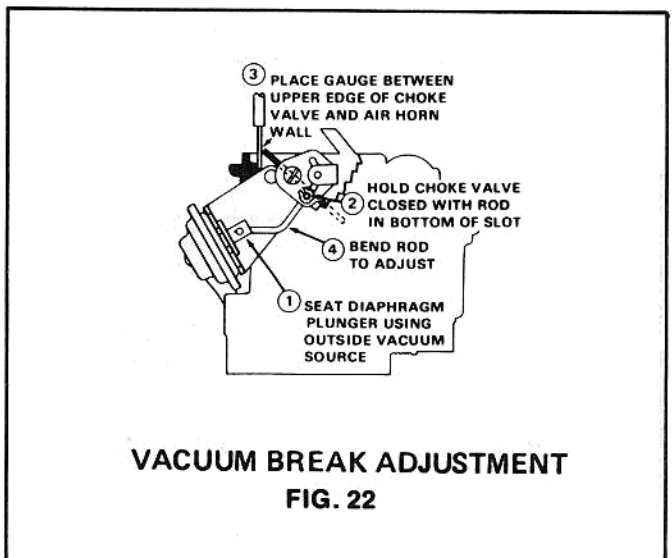
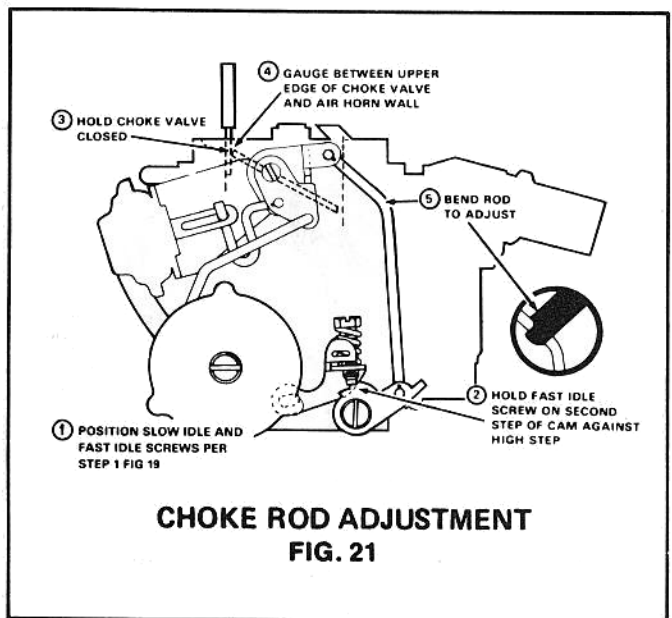


IT IS IMPORTANT TO POSITION BOTH SLOW IDLE AND FAST IDLE SCREWS, AS FOLLOWS, BEFORE MAKING CHOKE ROD ADJUSTMENT.

STEP 1 - MODELS USING SINGLE IDLE STOP SCREW ONLY - TURN STOP SCREW IN UNTIL IT JUST CONTACTS BOTTOM STEP OF FAST IDLE CAM. TURN SCREW IN ONE FULL TURN. 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.

CHOKE ROD (FAST IDLE CAM) ADJUSTMENT
FIG. 19





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ADJUSTMENT PROCEDURES—"2G" "2GC" "2GV" "2GE"

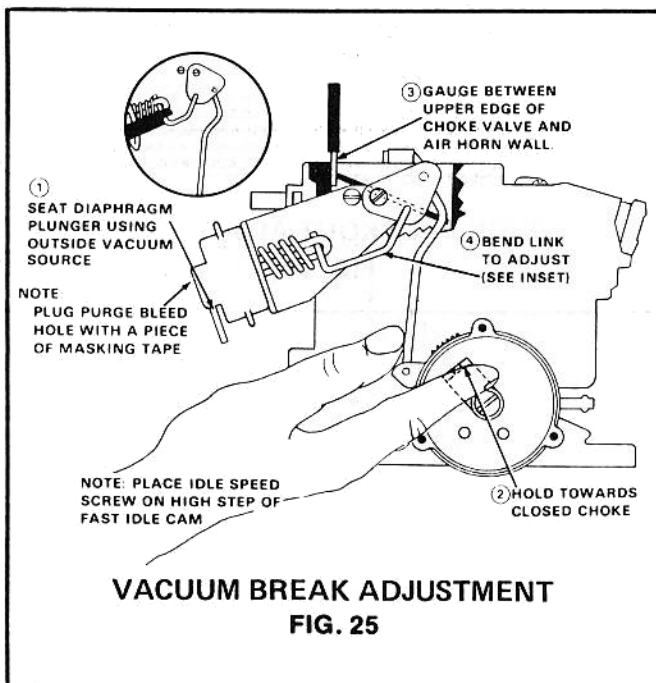
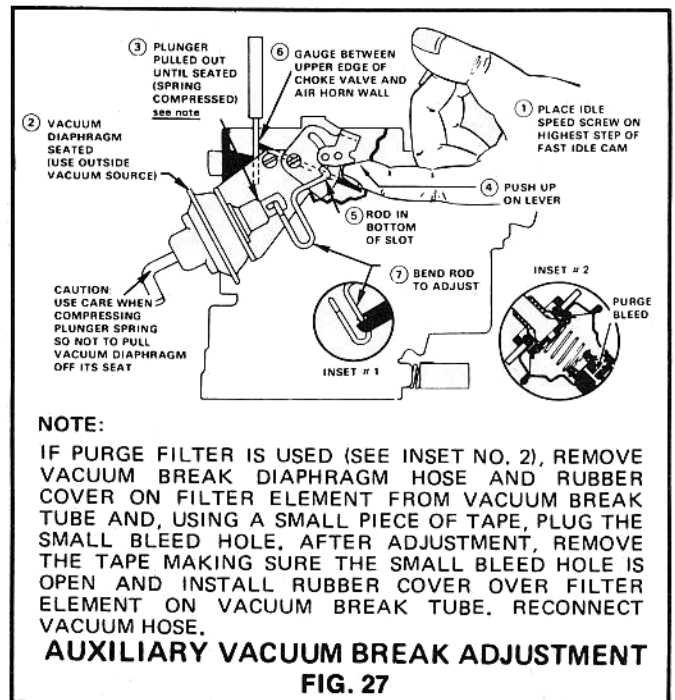
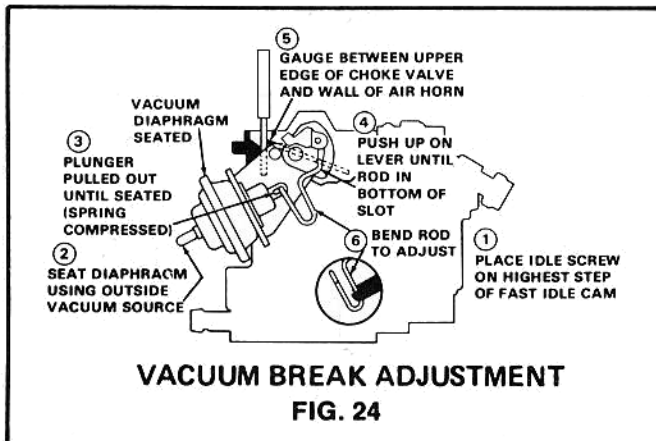
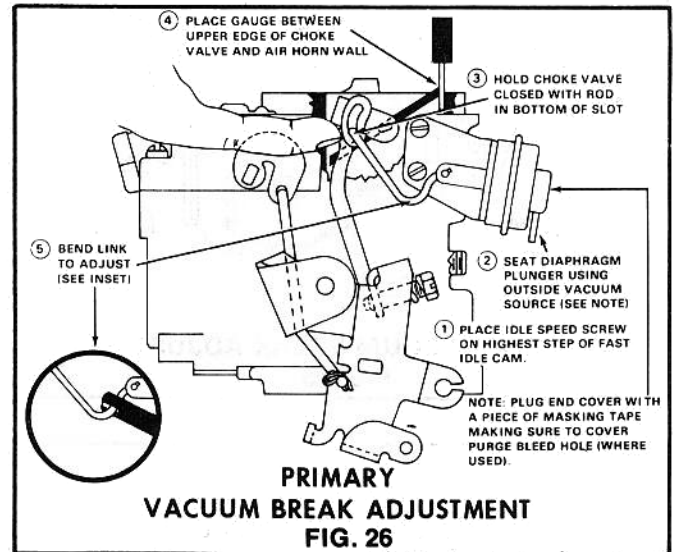
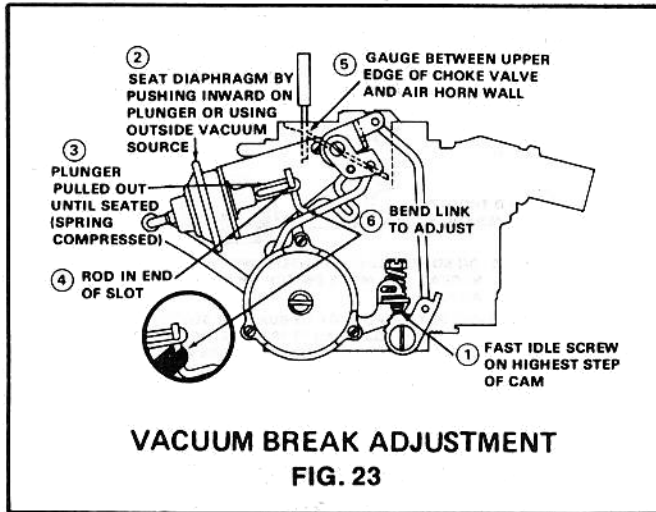
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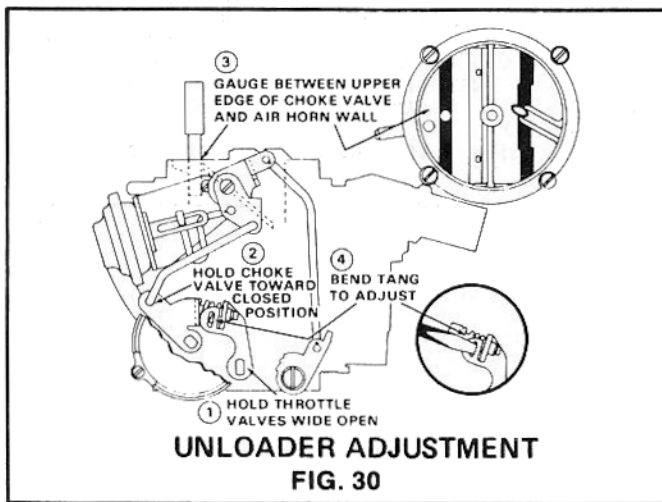
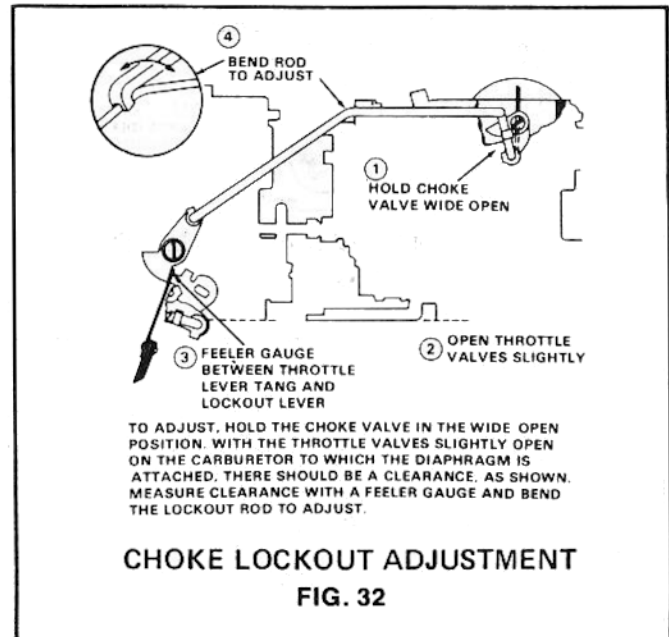
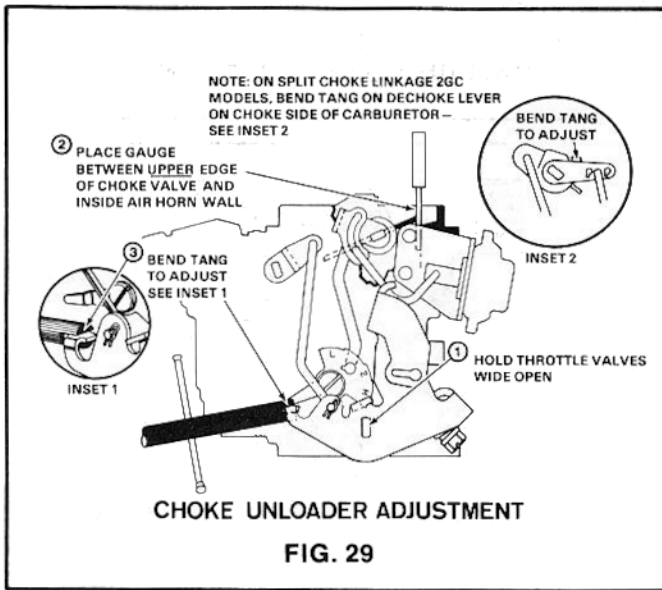
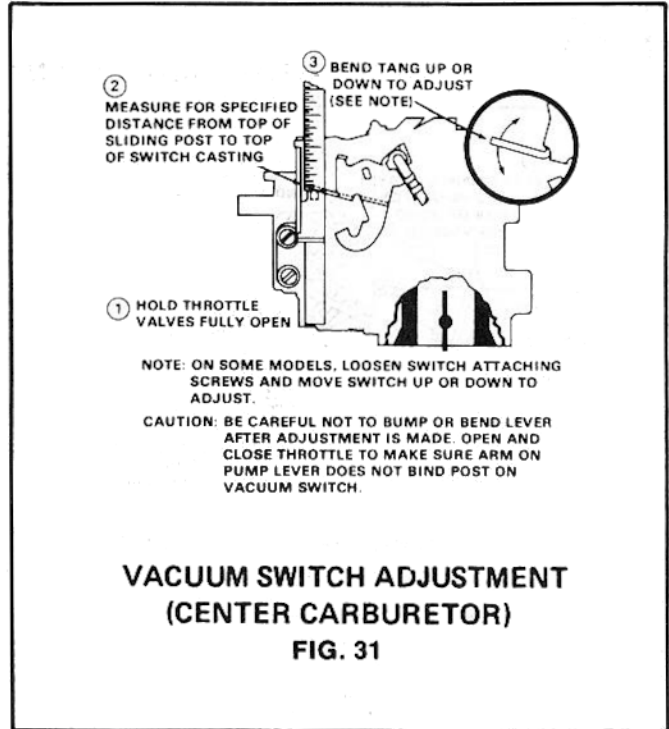
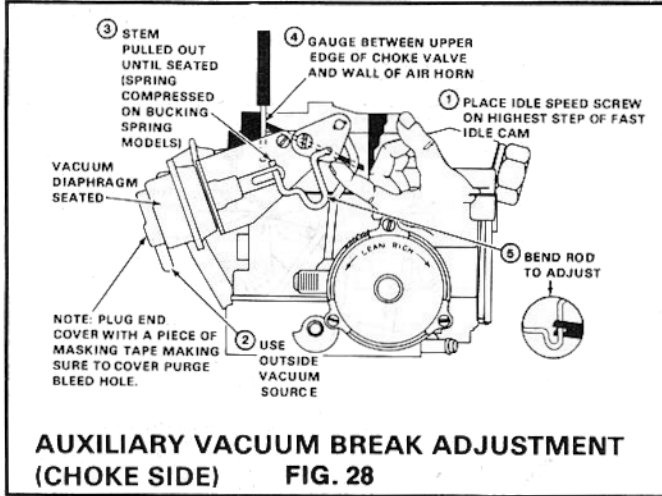
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NOTE: PERFORM ADJUSTMENTS IN PROPER SEQUENCE







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ADJUSTMENT PROCEDURES—"2G" "2GC" "2GV" "2GE"

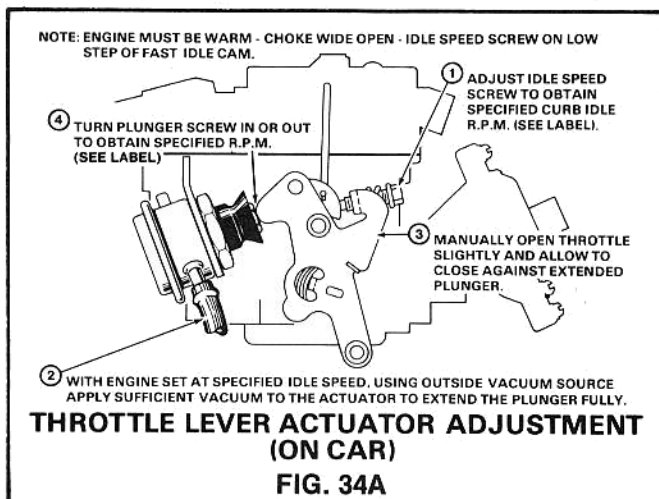
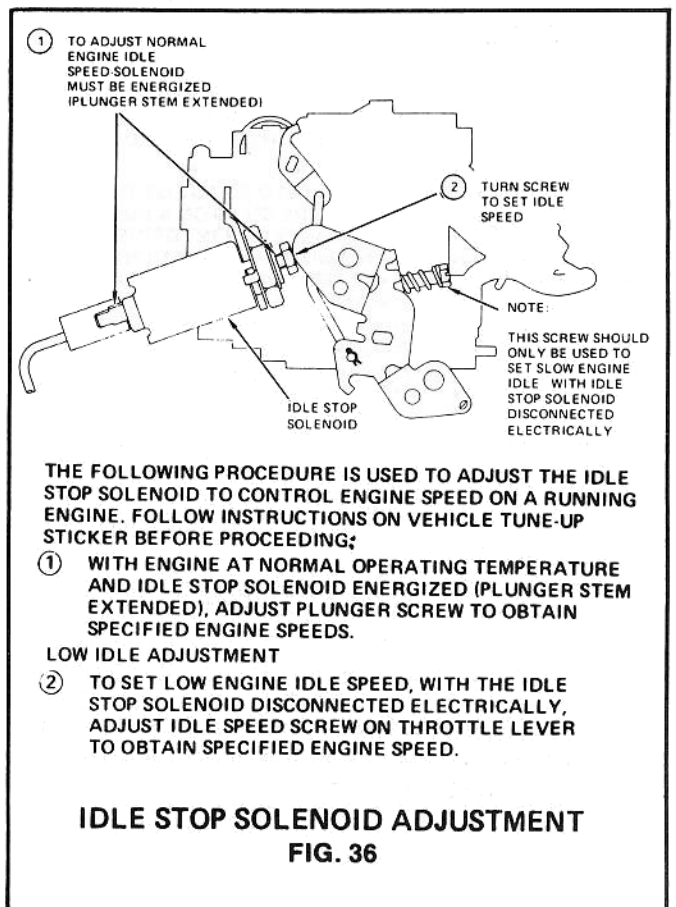
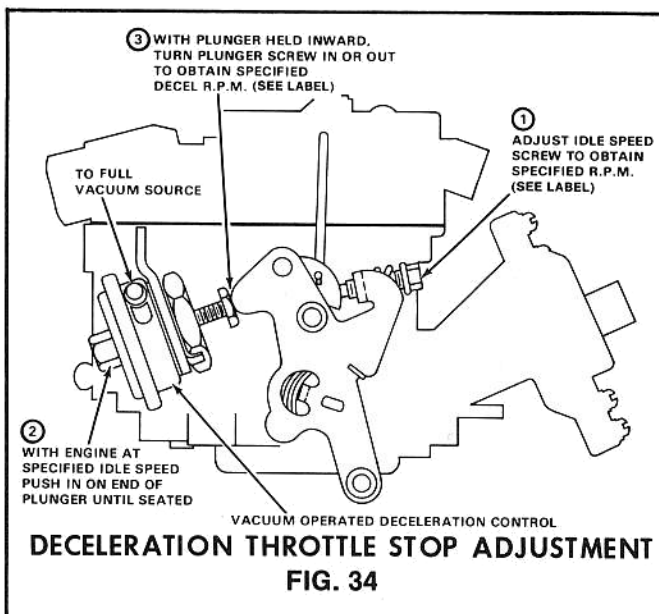
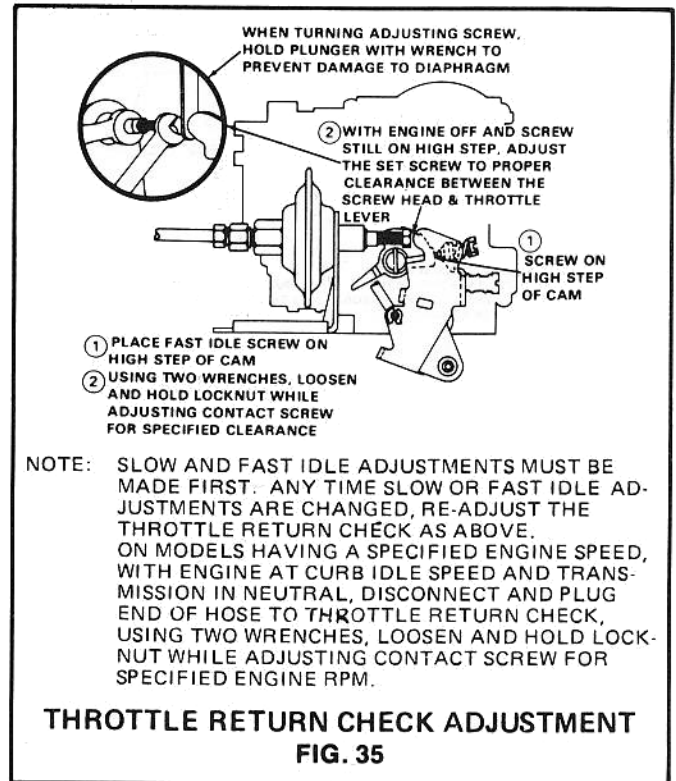
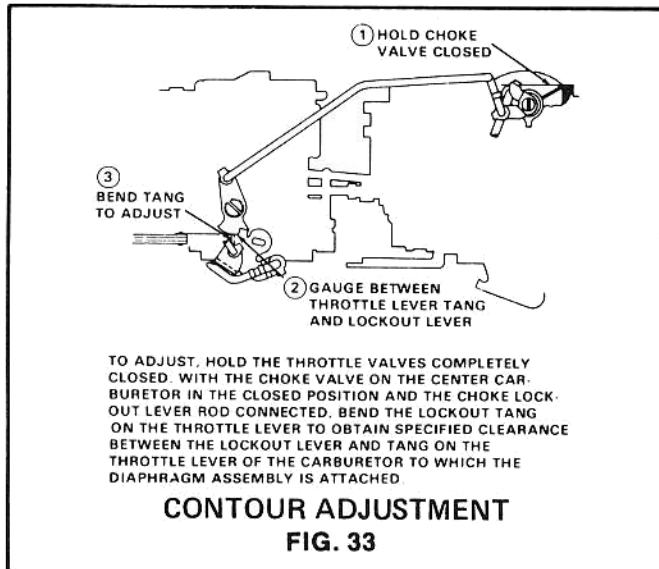
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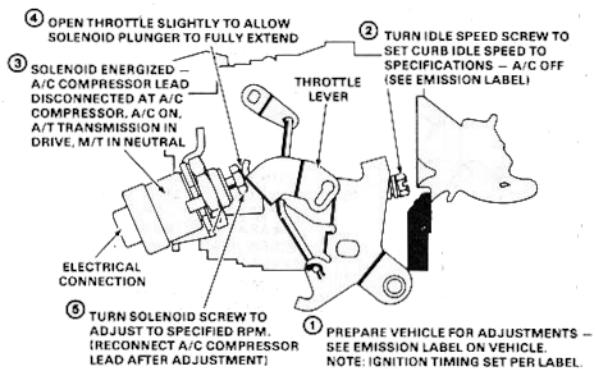
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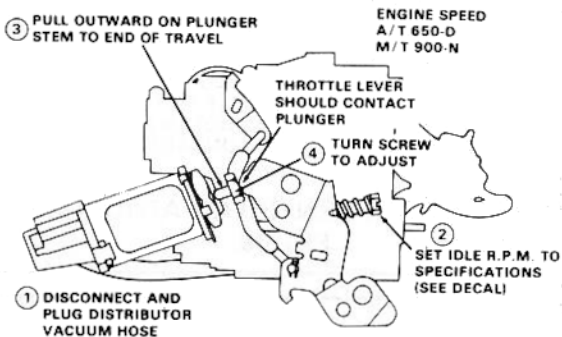
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NOTE: PERFORM ADJUSTMENTS IN PROPER SEQUENCE





**A/C IDLE SPEED ADJUSTMENT
FIG. 37**



THIS ADJUSTMENT IS TO BE MADE ONLY AFTER: (1) REPLACEMENT OF THE SOLENOID, (2) MAJOR OVERHAUL OF THE CARBURETOR IS PERFORMED OR (3) THE THROTTLE BODY IS REMOVED AND REPLACED.

THE FOLLOWING PROCEDURE IS USED TO ADJUST THE C.E.C. VALVE CONTROLLED ENGINE SPEED ON A RUNNING ENGINE (IN "NEUTRAL" FOR MANUAL OR IN "DRIVE" FOR AUTOMATIC TRANSMISSIONS) WITH AIR CONDITIONING OFF DISTRIBUTOR VACUUM HOSE REMOVED AND PLUGGED AND FUEL TANK HOSE FROM VAPOR CANISTER DISCONNECTED. FOLLOW INSTRUCTIONS ON VEHICLE TUNE-UP STICKER BEFORE PROCEEDING.

- ① ADJUST CURB IDLE SPEED TO SPECIFICATIONS. (SEE DECAL.)
- ② MANUALLY EXTEND C.E.C. VALVE PLUNGER TO CONTACT THROTTLE LEVER AND LIMIT OF ITS TRAVEL.
- ③ ADJUST PLUNGER LENGTH TO OBTAIN SPECIFIED ENGINE SPEEDS.

**C.E.C. VALVE ADJUSTMENT
FIG. 38**

**COMPLETE MANUALS, CARBURETOR TOOLS
AND GAUGES ARE AVAILABLE THROUGH
DELCO DISTRIBUTORS**