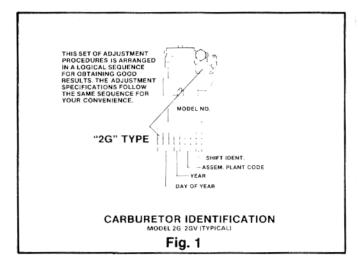
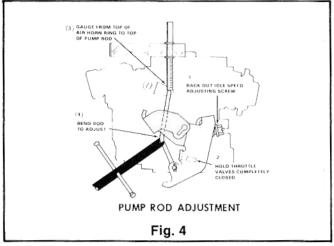
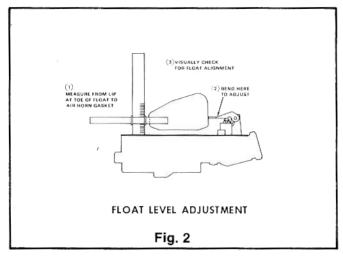


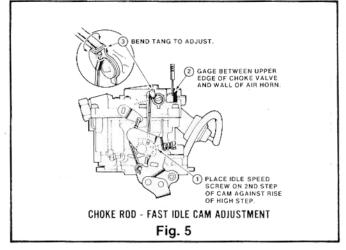
ADJUSTMENT PROCEDURES MODELS 2G-2GV

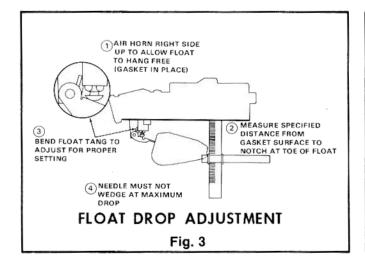
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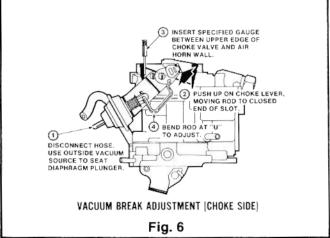






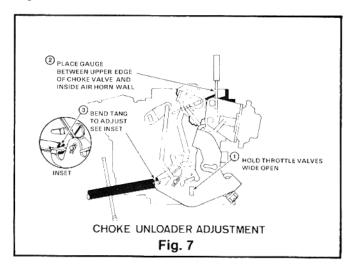


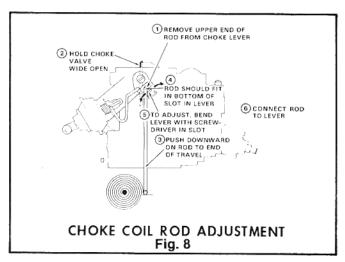




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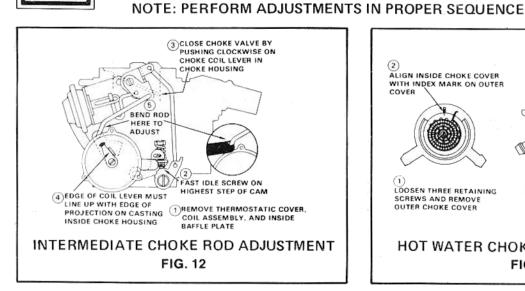
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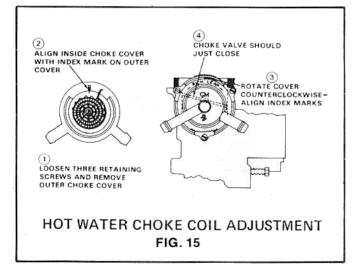
DATE: JUNE 1980

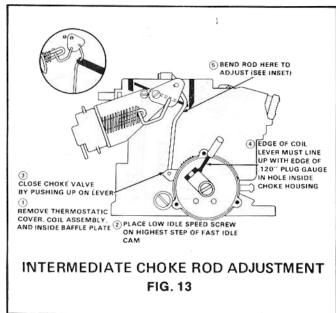
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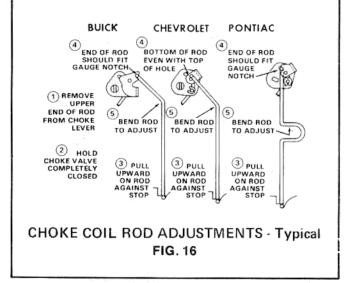
FILE AFTER BULLETIN 9D-3

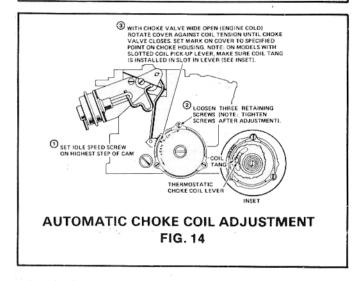
### ADJUSTMENT PROCEDURES - "2G" "2GC" "2GV" "2GE"

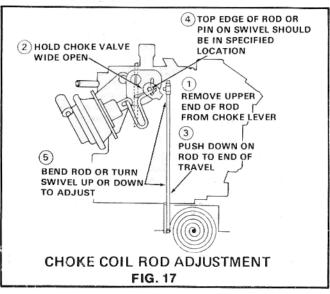






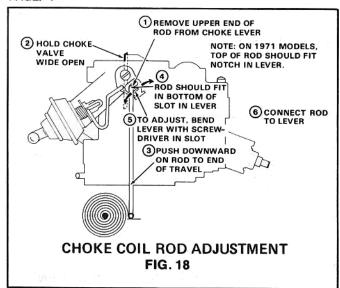


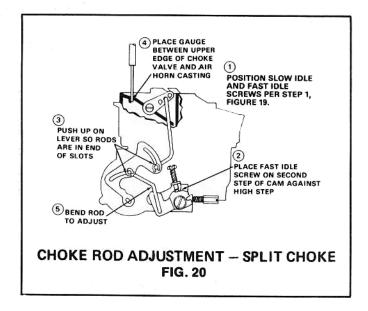


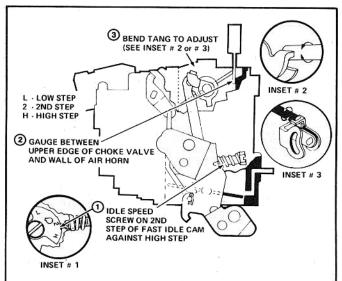


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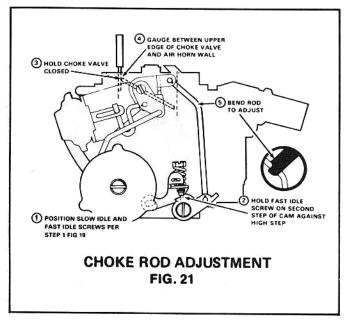


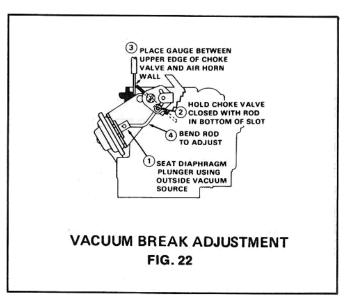
IT IS IMPORTANT TO POSITION BOTH SLOW IDLE AND FAST IDLE SCREWS, AS FOLLOWS, BEFORE MAKING CHOKE ROD ADJUSTMENT.

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 — ÂLL 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







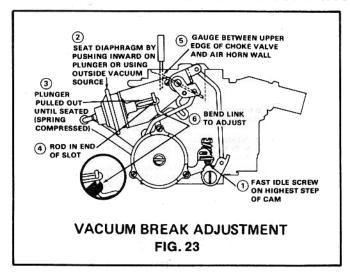
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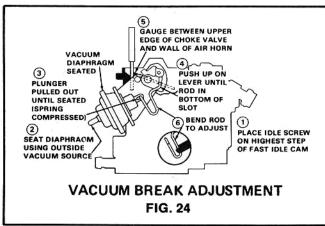
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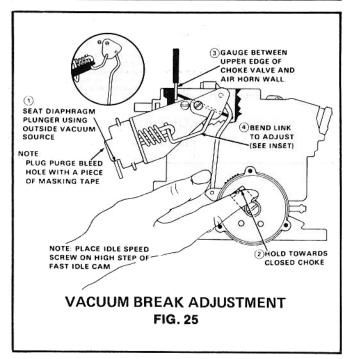
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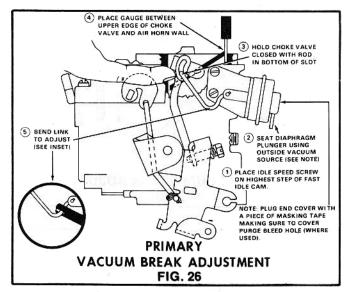
FILE AFTER BULLETIN 9D-3

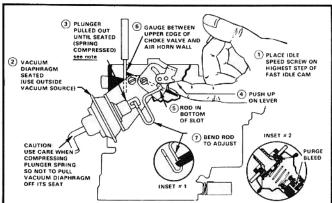
### NOTE: PERFORM ADJUSTMENTS IN PROPER SEQUENCE











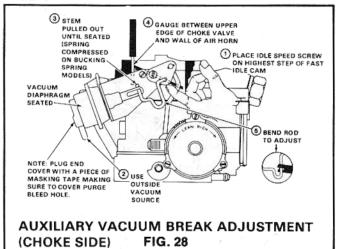
#### NOTE:

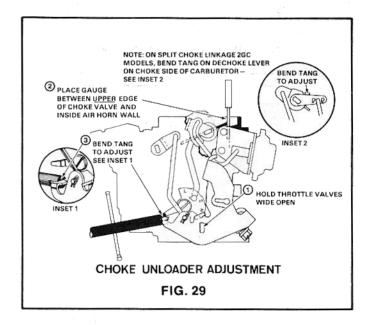
IF PURGE FILTER IS USED (SEE INSET NO. 2), REMOVE VACUUM BREAK DIAPHRAGM HOSE AND RUBBER COVER ON FILTER ELEMENT FROM VACUUM BREAK TUBE AND, USING A SMALL PIECE OF TAPE, PLUG THE SMALL BLEED HOLE, AFTER ADJUSTMENT, REMOVE THE TAPE MAKING SURE THE SMALL BLEED HOLE IS OPEN AND INSTALL RUBBER COVER OVER FILTER ELEMENT ON VACUUM BREAK TUBE. RECONNECT VACUUM HOSE.

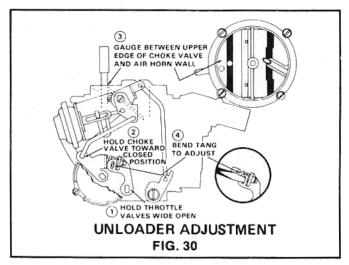
AUXILIARY VACUUM BREAK ADJUSTMENT FIG. 27

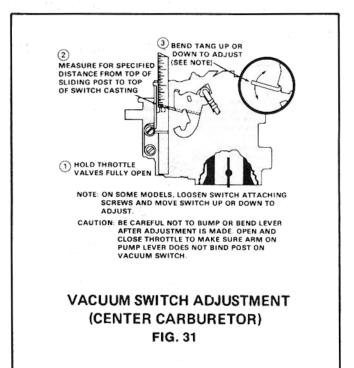
BULLETIN: 9D-3A DATE: JUNE 1980

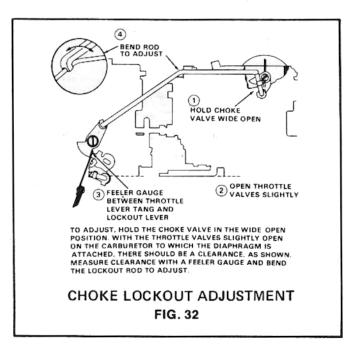
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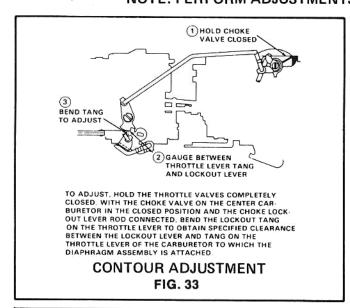
ADJUSTMENT PROCEDURES-"2G" "2GC" "2GV" "2GE"

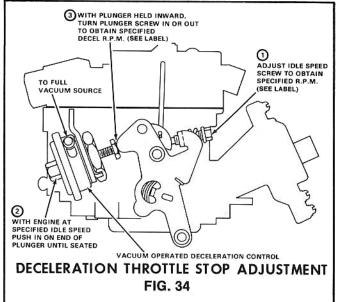
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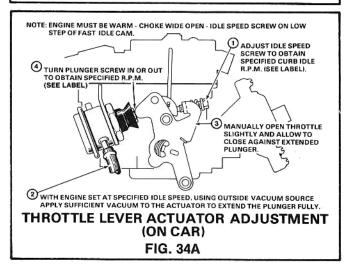
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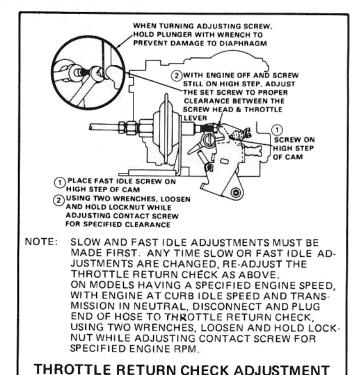
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# NOTE: PERFORM ADJUSTMENTS IN PROPER SEQUENCE









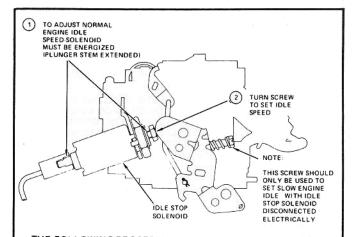


FIG. 35

THE FOLLOWING PROCEDURE IS USED TO ADJUST THE IDLE STOP SOLENOID TO CONTROL ENGINE SPEED ON A RUNNING ENGINE. FOLLOW INSTRUCTIONS ON VEHICLE TUNE-UP STICKER BEFORE PROCEEDING;

(1) WITH ENGINE AT NORMAL OPERATING TEMPERATURE AND IDLE STOP SOLENOID ENERGIZED (PLUNGER STEM EXTENDED), ADJUST PLUNGER SCREW TO OBTAIN SPECIFIED ENGINE SPEEDS.

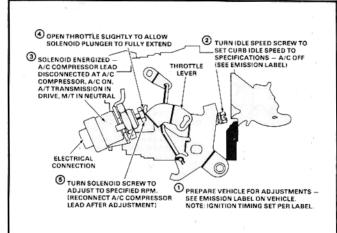
#### LOW IDLE ADJUSTMENT

(2) TO SET LOW ENGINE IDLE SPEED, WITH THE IDLE STOP SOLENOID DISCONNECTED ELECTRICALLY, ADJUST IDLE SPEED SCREW ON THROTTLE LEVER TO OBTAIN SPECIFIED ENGINE SPEED.

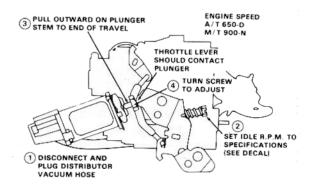
IDLE STOP SOLENOID ADJUSTMENT FIG. 36

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### 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.

- 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