



ROCHIE'S 9X'TRA NEWS LETTER

Mike's Carburetor Parts

VOL. 1 NO. 3

C O N T E N T S

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The contents of this News Letter will bring you up to date on changes and corrections made since issue No. 2 was sent out. We want to make the News Letter as useful and as interesting as possible. You can help us do this by sending in your comments and suggestions. Send your recommendations to the 9Xtra News Letter, c/o United Motors Service Division, 3044 W. Grand Boulevard, Detroit 2, Michigan, Department R9X.

BUICK, 1956—CHANGE IN PRIMARY MAIN METERING JETS. Model 4-GC, Part No. 7009200

Reference: Bulletins 9C-101 and 9C-105. 1956 Buick 4-GC carburetors are now produced with primary main metering jets one step lean to improve performance in the part throttle range. Lean jets (7001860) are used in place of the standard jets (7002656) installed in previous units. It will not be necessary to change over the jets in earlier 7009200 carburetors. However, if new jets are installed for any other reason, Part No. 7001860 jets should be used. Carburetors with lean jets installed at the factory bear a "D" stamp in the modification square of the brass identification tag.

CHEVROLET, 1956—CHANGE IN MAIN METERING JETS. Model BC, Part Nos. 7009254 and 7009255

Reference: Bulletin 9C-314. The main metering jet of this

carburetor has been changed one step rich to give better part throttle performance. Main Metering Jet, Part No. 7002858 (#58) replaces No. 7002957 (#57). No change-over is necessary on earlier units. However, if a new main jet is installed for any other reason, Part No. 7002958 (#58) should be used.

OLDSMOBILE, 1956—NEW CARBURETOR FOR RACING APPLICATIONS. Model 4-GC, Part No. 7009775

Reference: Bulletin 9C-508. This is a limited-production carburetor and is similar to the standard 1956 Oldsmobile 4-GC carburetor with the exception of air horn construction and the specifications and adjustments. The air horn casting has four vertical vent tubes to prevent fuel spill-over on the sharp, high-speed turns that occur in road or track racing. The regular idle vent valve (7004527) is not used on this unit. (Continued on next page.)

Replacement parts for 7009755 carburetors not listed for standard 1956 Oldsmobile 4-GC carburetors are available

through Oldsmobile dealers. *Specifications and adjustments for the 7009775 carburetors are as follows:*

SPECIFICATIONS

	Primary	Secondary	
Large Venturi.....	1 1/8"	1 1/4"	Pump Capacity.....18.5 to 21.5 cc's per 10 strokes
Small Venturi.....	1/4"	1/4"	Cluster Top Bleed..... .034
Bore Size.....	1 7/16"	1 7/16"	Cluster Side Bleed..... .034
Main Metering Jets.....	.055	.076	Cluster Channel Restriction..... .052
Nozzle Clearance.....	.100	.100	Lower Idle Bleed..... .036
Main Well Vent.....	.032	.032	Idle Needle Hole..... .046
Power Restrictions.....	.048		Second Idle Drilling..... .030
Idle Tube Restrictions...	.033		Third Idle Drilling..... .026
Choke Restriction.....	.093		Spark Drillings..... .070
Pump Jets.....	.026		

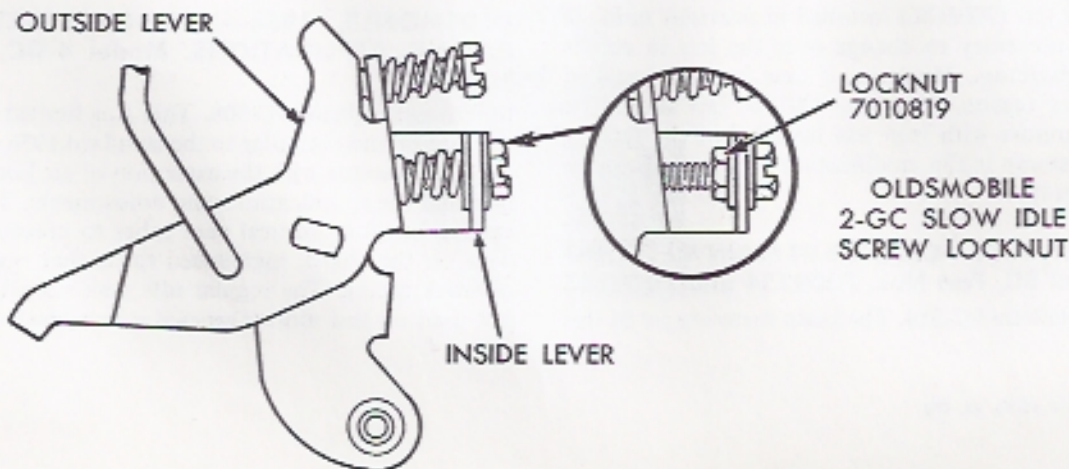
ADJUSTMENTS

Float Level.....	1 3/8"	Choke Rod.....	.052
Float Drop.....	2 1/4"	Unloader.....	.115
Pump Rod.....	1 1/16"	Secondary Lockout.....	.015
Automatic Choke.....	1 notch lean	Secondary Contour Clearance.....	.030

OLDSMOBILE, 1956—ADDITION OF LOCKNUT TO SLOW IDLE ADJUSTMENT SCREW. Model 2-GC, Part Nos. 7007223 & 7008800

Reference: Bulletin 9C-507. The slow idle adjustment screw compression spring has been replaced by a locknut to make the idle screw hold its setting more positively. The locknut, Part No. 7010819, can be easily installed on carburetors in the field where a fix is necessary. To install the nut, first unhook the throttle linkage at the carburetor to relieve the pressure on the throttle lever. Next, unscrew the idle adjustment screw from the threaded hole in the outside lever and remove the compression spring, leaving the screw and its two flat washers on the inside lever (See illustration). Spin the locknut on the adjustment screw a short distance and start the idle screw back into the threaded hole in the outside lever.

Turn the screw in about six turns and tighten the locknut with the fingers to hold the screw firmly in the outer lever. Then, hold the choke valve wide open to keep the fast idle adjusting screw off the fast idle cam and with throttle valves fully closed, turn the idle adjustment screw in until throttle valves just begin to open. Turn the screw in one additional full turn, tighten locknut against throttle lever and reconnect the throttle linkage. Recheck idle speed setting with the engine fully warmed up and running. If idle speed is not correct loosen the locknut and readjust the idle screw. In an emergency, a standard 10-32 steel hex nut may be used in place of Part No. 7010819. However, the special locknut has a smaller hex size to allow more room for tightening.



PONTIAC, 1956—CHANGE IN MAIN METERING JETS

Model 4-GC, Part No. 7010600

The primary main metering jets of this carburetor, Part No. 7002650 (#50) have been replaced by Part No. 7001607 (#54) and the 7008669 (#69) secondary main metering jets are replaced by Part No. 7008673 (#73). Changeover of earlier units is not required. If new pri-

mary or secondary main metering jets are installed for any other reason however, the 7001607 and 7008673 jets should be used. Carburetors with 7001607 and 7008673 jets installed at factory bear an "A" stamp in the modification square of the brass identification tag.

PONTIAC, 1956—NEW DUAL POWER PACK CARBURETORS FOR RACING APPLICATIONS

Model 4-GC, Part No. 7009820—Hydramatic. Part No. 7010600—Synchromesh

Reference: Bulletin 9C-605. These carburetors are identical and are similar in appearance and operation to the standard 1956 Pontiac Model 4-GC carburetor. Power Pack carburetors have larger air vents in the air horn but do not have spark control ports in the throttle body.

The ignition distributor does not have a vacuum control unit, and for this reason spark control ports are unnecessary. Specifications and adjustments for the 7009820 carburetors are as follows:

SPECIFICATIONS

	Primary	Secondary		
Large Venturi.....	1 $\frac{1}{8}$ "	1 $\frac{1}{4}$ "	Cluster Channel Restrictions.....	.048
Small Venturi.....	$\frac{3}{4}$ "	$\frac{3}{4}$ "	Lower Idle Bleed.....	.036
Bore Size.....	1 $\frac{7}{16}$ "	1 $\frac{7}{16}$ "	Idle Needle Hole.....	.046
Main Metering Jets, Hyd.	.050	.069	Second Idle Drilling.....	.033
Main Metering Jets,			Third Idle Drilling.....	.026
Synchro.....	.054	.073	Spark Drillings.....	none
Nozzle Clearance.....	.040	.100	Choke Restriction.....	.089
Main Well Vent.....	.032	.032	Choke Bypass.....	.030
Power Restrictions.....	.027		Choke Piston Restriction.....	.028
Idle Tube Restrictions....	.034		Pump Jets.....	.026
Cluster Top Bleed.....	.034		Pump Capacity.....	18.5 to 21.5 cc's
Cluster Side Bleed.....	.034			per 10 strokes

ADJUSTMENTS

Float Level.....	1 $\frac{19}{32}$ "	Choke Rod.....	.052
Float Drop.....	2 $\frac{1}{4}$ "	Unloader.....	.115
Pump Rod.....	1"	Secondary Lockout.....	.015
Automatic Choke.....	Index Mark	Secondary Contour Clearance.....	.015

GENERAL—CORRECTIONS TO POPULAR PARTS BULLETIN 9A-100

NOTE: Enter these corrections in the appropriate places in your 9A-100 Bulletin.

Page 6. CHEVROLET

Line 1 under Powerglide-Manual Choke. Number in "Master Repair Kit" column should read 7004363 instead of 7009309.

Page 6. CHEVROLET TRUCKS

Line 4 under 216" Engine-Manual Choke. Date in "Make and Model" column should read 1952 "6" instead of 1952-53 "6".

Line 1 under V8 265" Engine. Number in "Flange Gasket" column should read 3733281 instead of 3704952.

Page 7. CHEVROLET TRUCKS

Line 4 under 216" Engine Manual Choke. Date in "Make and Model" column should read 1952 "6" instead of 1952-53 "6".

Line 6 under V8 265" Engine. Number 7000278 in "Pump Plunger" column should be replaced by a ditto mark or number 7009353.

PAGE 9. OLDSMOBILE

Line 3 in "Power Valve" column should read 7003076 instead of 7003078.

Page 9. PONTIAC

Line 8 of "Pump Plunger" column. Ditto mark should be changed to number 7010846.

Page 10. BUICK

Line 3 of "Primary" columns should have the numbers 7002656, .056, 7001860 and .055 changed to dittos.

Page 10. CHEVROLET PASSENGER

Line 8 under Synchronesh Automatic Choke.

"Main" column numbers should be changed as follows: 7002957 to 7002958, .057 to .058, 7002956 to 7002957 and .056 to .057.

Page 11. CHEVROLET

Line 5 under Powerglide Automatic Choke. In "Main Metering Jet" column, ditto under number 7002957 is replaced by number 7002958. Dittos under .057 are replaced by .058, under number 7002956, 7002957, under .056 by .057.

Page 11. CHEVROLET TRUCKS

Line 7 under V8 265" Engine. Number 7002952 in "Main Metering Jet" column is replaced by number 7002652.

Page 12. OLDSMOBILE

Line 2 in "Main" Column under Lean and I.D. Numbers 7001607 and .054 are replaced by dittos.

Lines 6 in "Secondary" column under Standard and I.D., Number 7002657 changes to 7002656 and .057 to .056.

That's all for this issue. We hope to expand the News Letter in the future to bring you more information about service shortcuts and solutions to service problems. Please let us know how you like the News Letter and contribute what you can in the way of interesting carburetor service problems and how you fixed them.

