

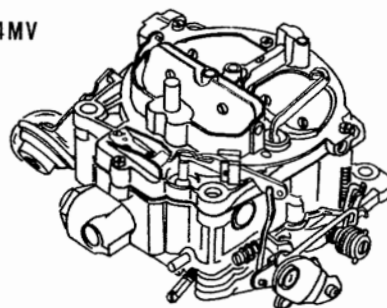
INSTRUCTION SHEET

ROCHESTER CARBURETOR - MODELS 4MC-4MV

50-360-2

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: REMOVING BOWL COVER (16) (GASKET (21) STAYS ON BOWL) LIFTING STRAIGHT UP BEING CAREFUL NOT TO BEND AIR BLEED TUBES WHICH ARE PERMANENTLY INSTALLED IN BOWL COVER. AIR VALVES, AIR VALVE SHAFT AND SECONDARY METERING ROD HANGER ARE CALIBRATED AND SHOULD NOT BE REMOVED. REMOVING POWER PISTON (22) AND METERING RODS (23) PULL STRAIGHT UP ON METERING ROD HANGER. A SLIGHT RESISTANCE WILL BE FELT. POWER PISTON (22) HAS A HOLDING CLIP TO KEEP ASSEMBLY IN PLACE FOR EASIER ASSEMBLY. INLET NEEDLE SEAT USED WITH NO. 31 NEEDLE AND ALL SECONDARY METERING DISCS ARE FACTORY STAKED AND SHOULD NOT BE REMOVED.

NOMENCLATURE

REF. NO.	REF. NO.
1. FILTER NUT - FUEL INLET	33. BALL - PUMP DISCHARGE
2. GASKET - FILTER NUT	34. JETS - PRIMARY (2)
3. GASKET - FUEL FILTER	35. SCREW - IDLE COMPENSATOR COVER (2)
4. FILTER - FUEL INLET	36. COVER - IDLE COMPENSATOR
5. SPRING - FUEL FILTER	37. IDLE COMPENSATOR ASSY.
6. SCREW - IDLE VENT VALVE	38. GASKET - IDLE COMPENSATOR
7. VALVE - IDLE VENT	39. SCREW - THROTTLE BODY (3)
8. RETAINER - PUMP ROD	40. THROTTLE BODY ASSY.
9. ROD - PUMP	41. NEEDLES - IDLE ADJ. (2)
10. LEVER - IDLE VENT VALVE	42. SPRINGS - IDLE ADJ. NEEDLE (2)
11. RETAINER - CHOKE ROD	43. GASKET - THROTTLE BODY
12. ROD - CHOKE	44. HOSE - VACUUM 4MV
13. SCREW - AIR HORN (4)	45. SCREW - VACUUM BREAK CONTROL BRACKET ATTACHING
14. SCREW - AIR HORN (3)	46. VACUUM BREAK CONTROL & BRACKET ASSY. 4MV
15. SCREW - AIR HORN (2)	47. CAM - FAST IDLE
16. BOWL COVER ASSY.	48. LEVER - SEC. LOCKOUT 4MV
17. DASHPOT PISTON & ROD ASSY. 1965-66	49. LEVER - INTERMEDIATE CHOKE
18. METERING RODS - SEC. (2)	50. SCREW - STAT RETAINER (3) 4MC
19. PUMP ASSY.	51. RETAINERS - STAT COVER (3) 4MC
20. SPRING - PUMP RETURN	52. STAT COVER & SPRING ASSY. 4MC
21. GASKET - AIR HORN	53. GASKET - STAT COVER 4MC
22. POWER PISTON ASSY. - PRI.	54. PLATE - CHOKE BAFFLE 4MC
23. METERING RODS - PRI. (2)	55. SCREW - STAT HOUSING ATT.
24. SPRING - POWER PISTON	56. HOUSING - CHOKE & VACUUM BREAK ASSY. 4MC
25. INSERT - FLOAT BOWL	57. GASKET - CHOKE HOUSING 4MC
26. HINGE PIN - FLOAT	58. BOWL ASSY. - FLOAT
27. FLOAT & LEVER ASSY.	
28. PULL CLIP - FLOAT NEEDLE	
29. SCREW - NEEDLE DIAPHRAGM RETAINER (2)	
30. RETAINER - NEEDLE DIAPH.	
31. NEEDLE & DIAPHRAGM ASSY.	
31A. NEEDLE SEAT, GASKET ASSY.	
32. PLUG - PUMP DISC. BALL	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LAQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER OR PLASTIC PARTS IN SOLVENT. (FLOAT (27) VAC BREAK UNITS (46) (56) DASHPOT PISTON (17) PUMPS (19) BOWL UNIT (7).)

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

VACUUM BREAK CONTROL AND BRACKET ASSY. (46) OR VAC. UNIT (56) INSTALLATION. BE SURE FAST IDLE CAM (47), SECONDARY LOCKOUT LEVER (48) WHEN USED, AND GASKET (57) WHEN USED, AND INTERMEDIATE CHOKE LEVER (49) ARE IN PROPER PLACE BEFORE TIGHTENING SCREW (45) OR (55).

IDLE ADJUSTING NEEDLES (41). TURN EACH NEEDLE IN TO SEAT LIGHTLY AND THEN BACK OUT 3-4 TURNS.

POWER PISTON AND METERING ROD INSTALLATION. BE CAREFUL TO PROPERLY POSITION METERING RODS IN METERING JETS. PRESS FIRMLY DOWN ON POWER PISTON TO INSURE EITHER ENGAGEMENT OF RETAINING PIN IN THROTTLE BODY GASKET OR PROPER POSITIONING OF SPRING CLIP USED ON PISTONS IN SOME MODELS.

BOWL COVER INSTALLATION. CAREFULLY POSITION SECONDARY METERING RODS AND VENT TUBES THROUGH AIR HORN GASKET. (DO NOT FORCE.) POSSIBLE DAMAGE TO SECONDARY METERING DISC. USE SLIGHT SIDEWARD MOVEMENT TO CENTER RODS IN JETS.

ADJUSTMENTS

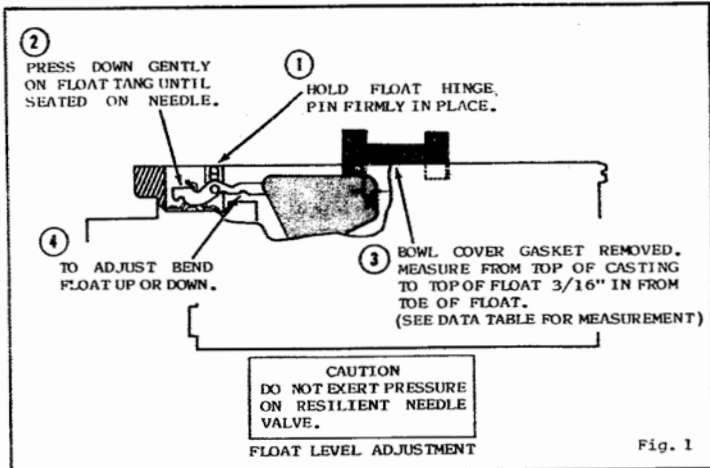


Fig. 1

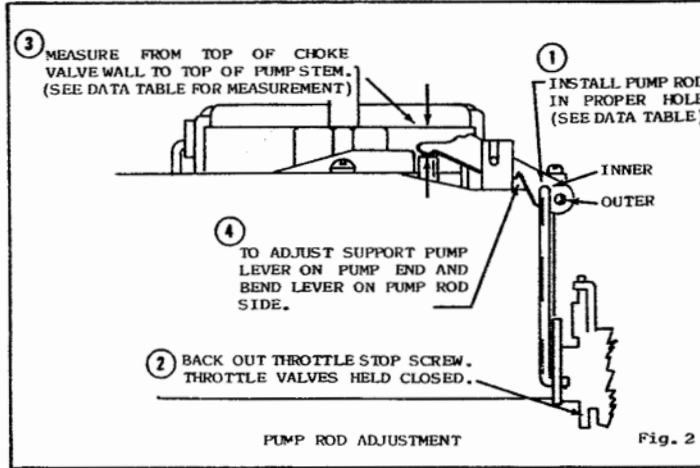


Fig. 2

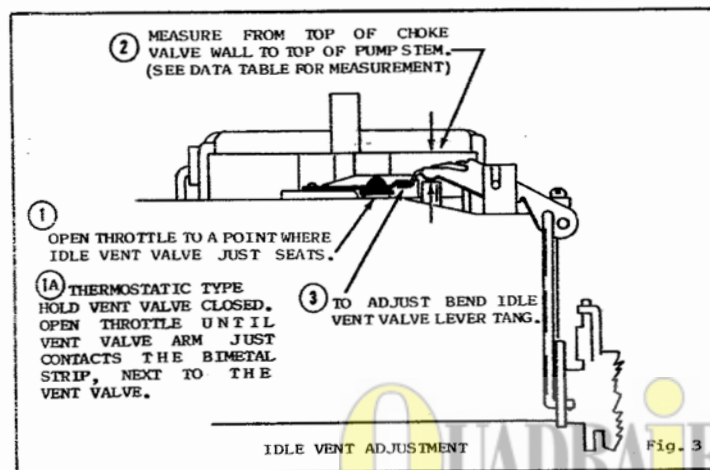


Fig. 3

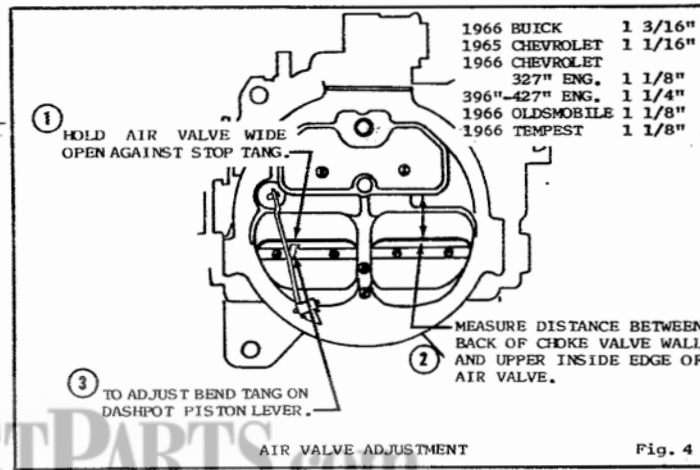


Fig. 4

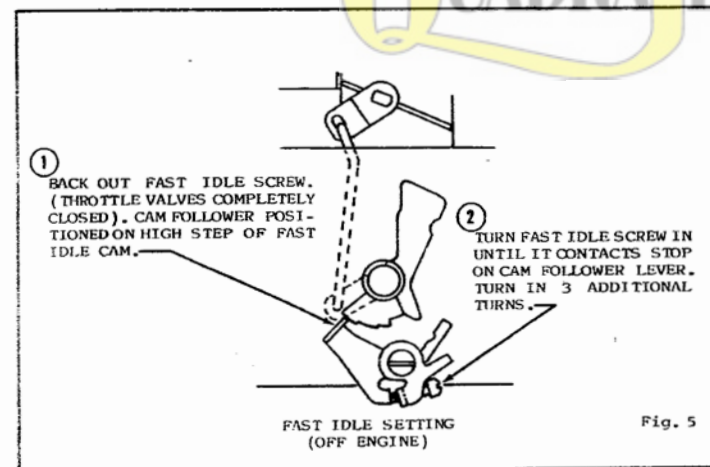


Fig. 5

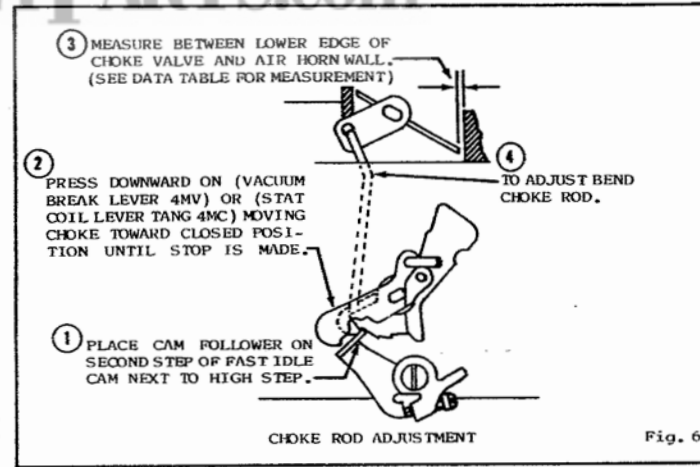


Fig. 6

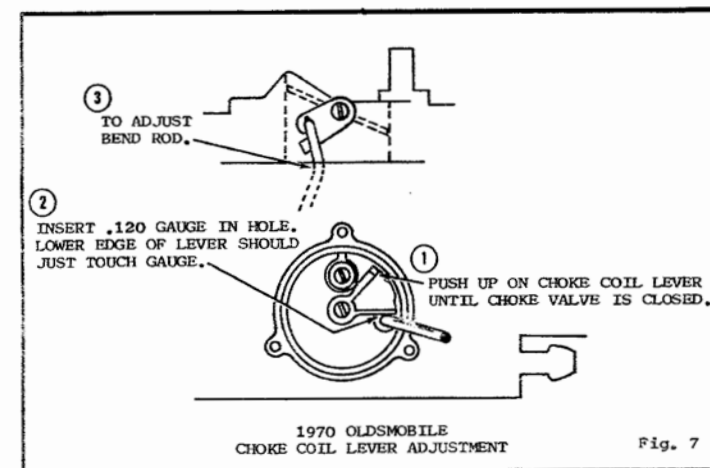


Fig. 7

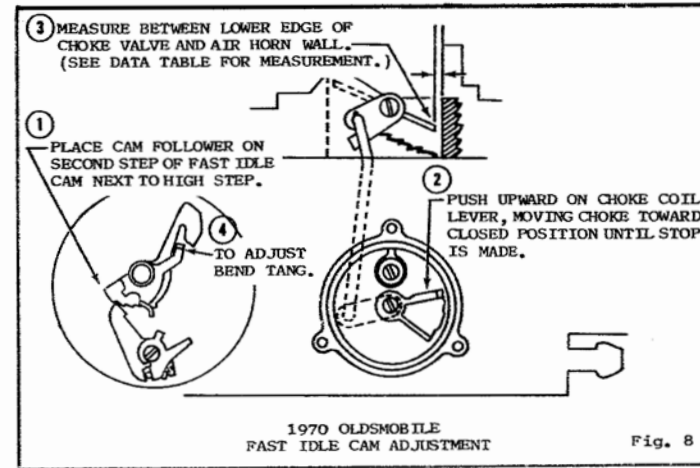
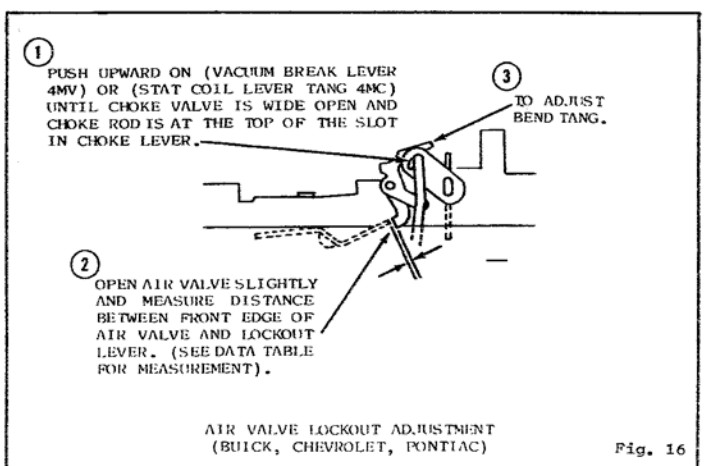
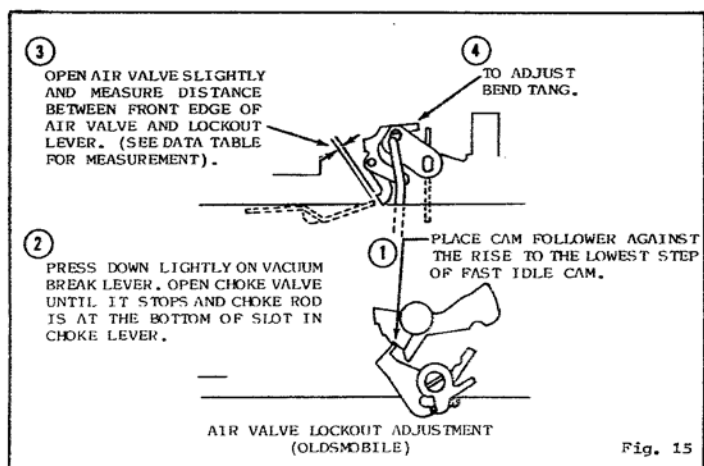
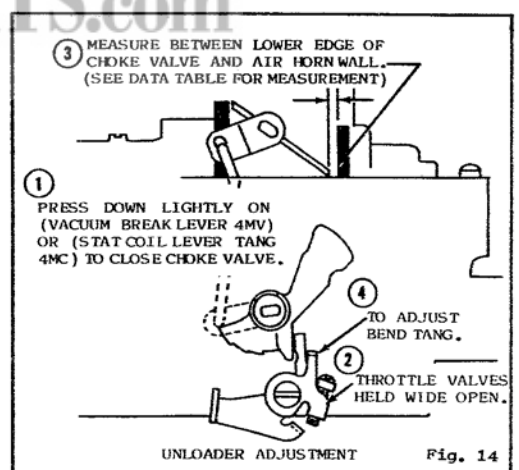
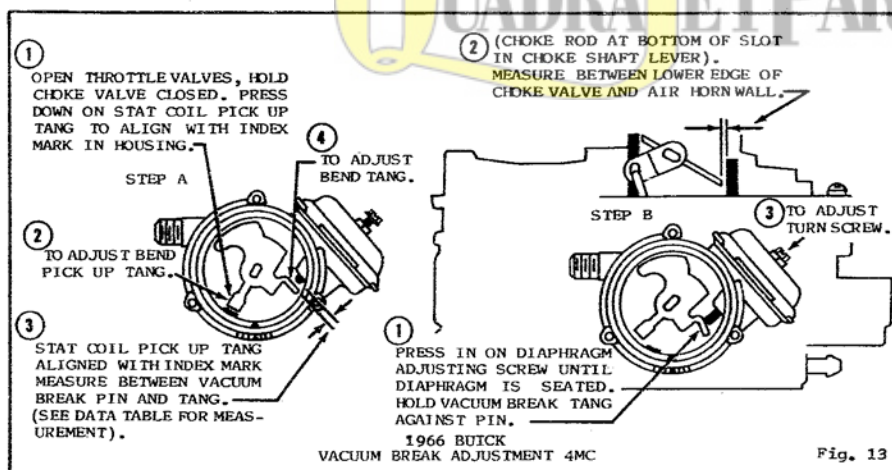
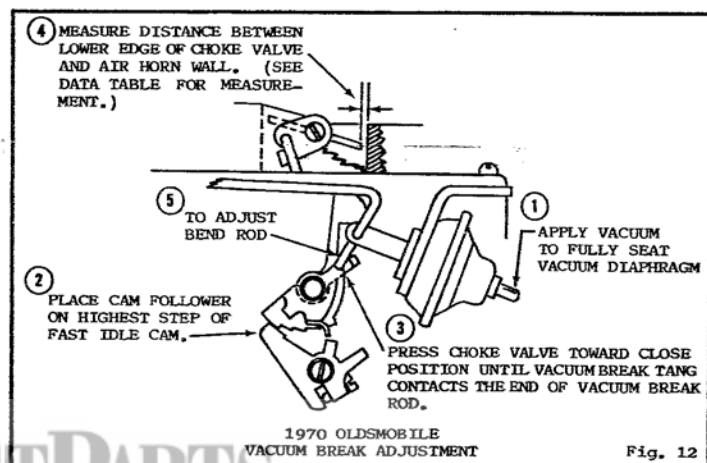
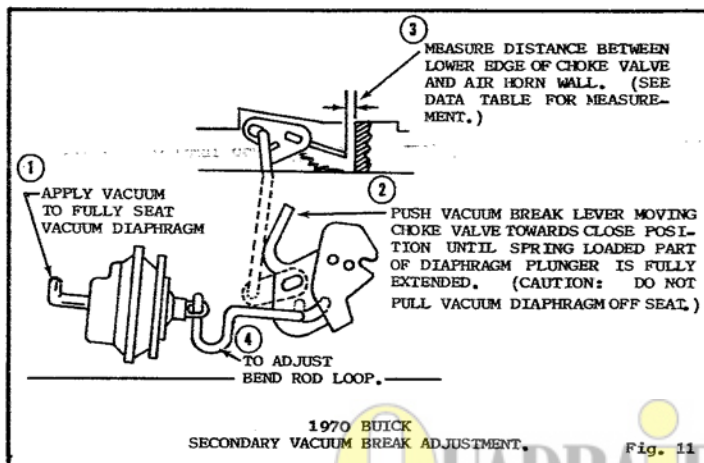
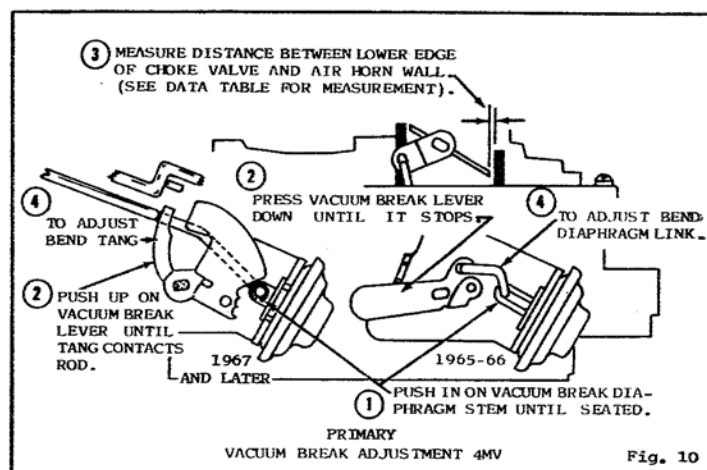
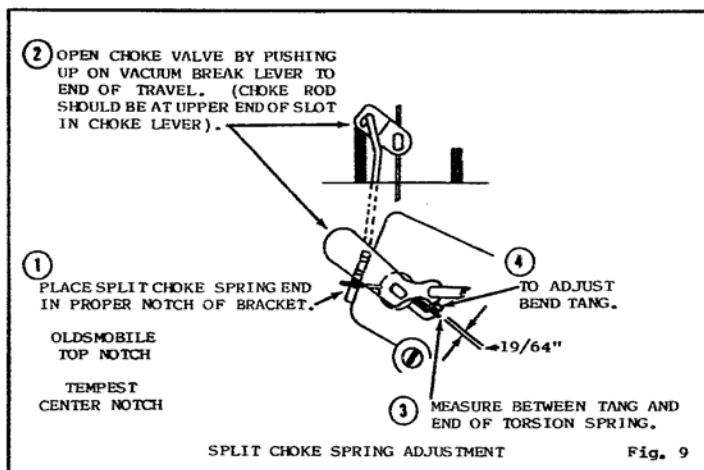
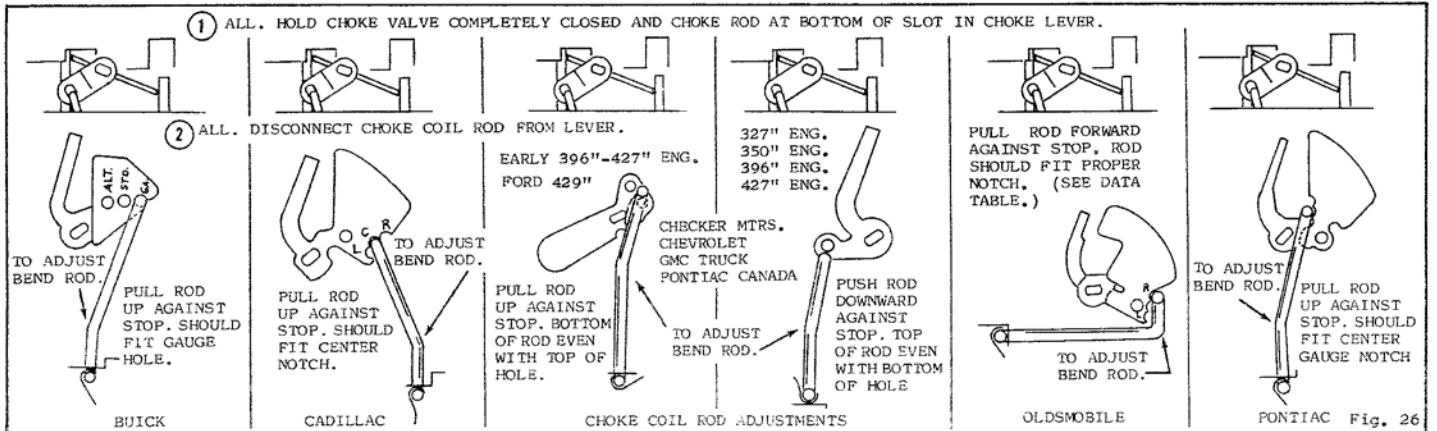
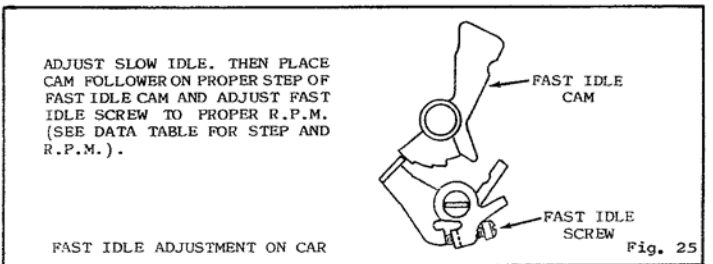
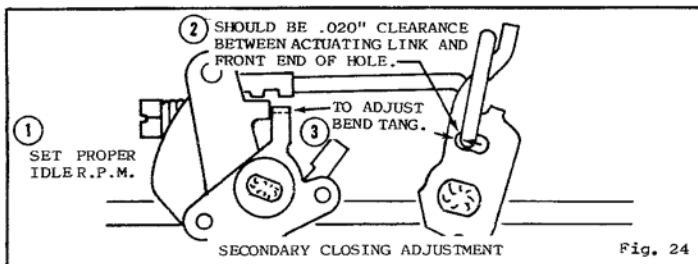
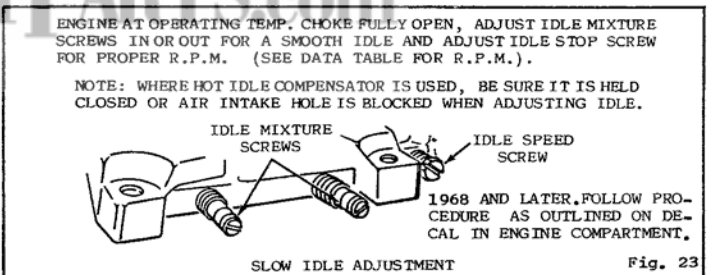
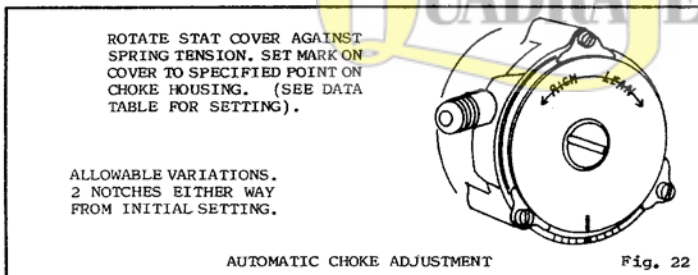
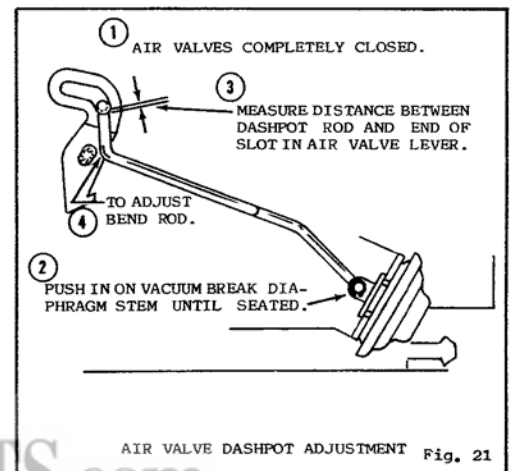
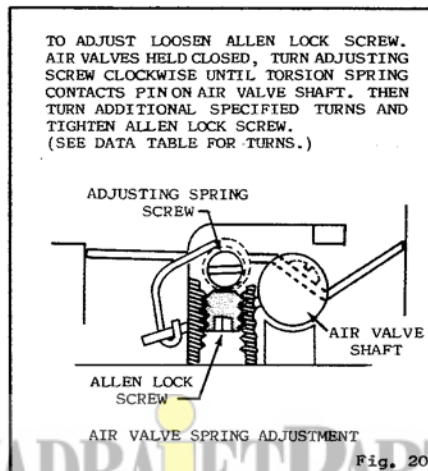
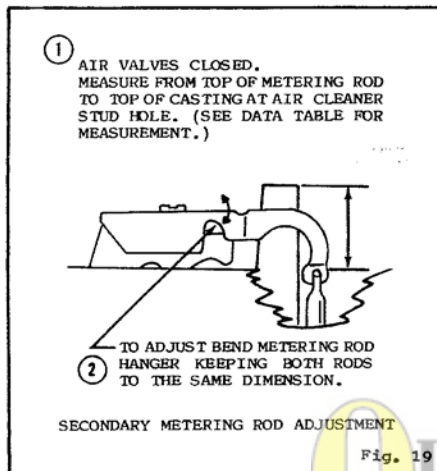
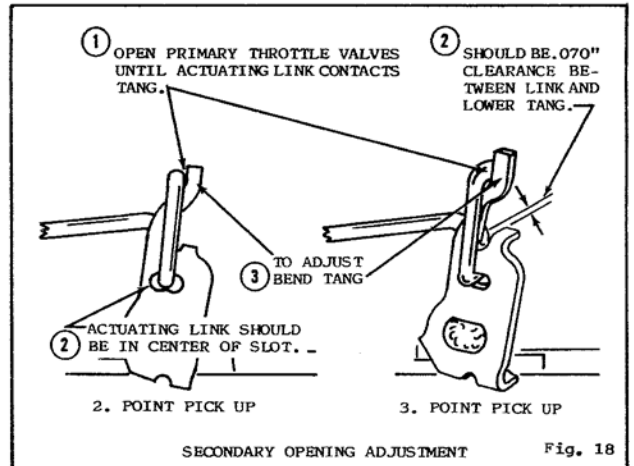
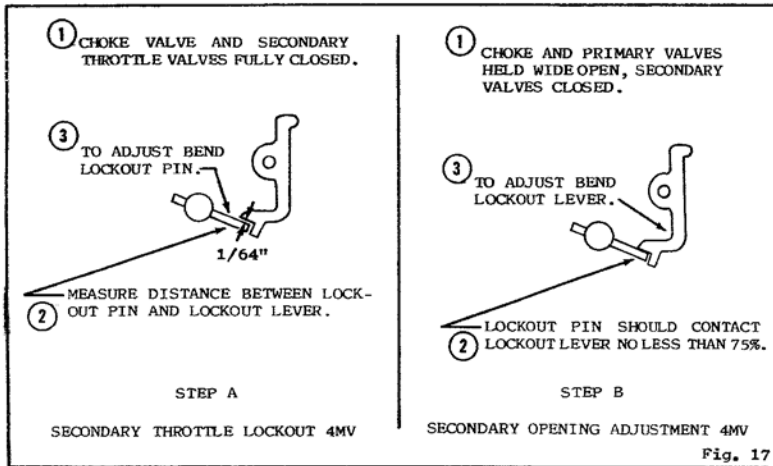


Fig. 8





Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Deshpot	Auto Choke Setting	Slow Idle R. P. M. S/T	A/T-Dr.	Fast Idle R. P. M. in Neut.
1967	Acadian 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
1970	Acadian 350" 396" 400" 454" Eng.	A/T 1/4"	5/16"	---	7/64"	1/4"	29/64"	---	---	(7/16 350" Eng.)	1/64"	Fig. 26	700	600	2200 H/S 1800 2/S 1500 2/S
1967	Beaumont 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	Blazer See Chevrolet														
1966	Buick 400" 425" Eng. w & w/o A.I.R.	A/T 1/4"	9/32"	3/8"	9/64"	A-3/32" B-15/64"	21/64"	1/32"	53/64"	5/8	---	Index	---	500	600 L/S
1967	Buick 400" Eng. & w/A.I.R.	A/T 7/32"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge	550	550	650 L/S
	430" Eng. w/o A.I.R.	S/T 7/32"	9/32"	3/8"	1/8"	7/32"	21/64"	---	53/64"	5/8	1/32"	Notch	---	550	650 L/S
	w/A.I.R.	A/T 9/32"	9/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch	---	550	650 L/S
1967	Buick-Late w/Needle & Seat 400" Eng.	A/T 1/4"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	---	550	650 L/S
	430" Eng.	S/T 1/4"	9/32"	3/8"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	550	---	650 L/S
	430" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	---	550	650 L/S
1968	Buick 350" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	700 L/S
	400" 430" Eng.	A/T See Note 1	1/2"	1/8"	3/16"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	650 L/S
	400" Eng.	S/T 7/16"	13/32"	1/2"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	700 L/S
1968	Buick 400" Eng. 7028246	A/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	700 L/S
	7028247	S/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	700 L/S
	430" Eng. 7028248	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	620 L/S
1969	Buick 350" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	720 L/S
	400" 430" Eng.	A/T 3/8"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	620 L/S
	Riviera 430" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	620 L/S
	Riviera 430" Eng. and Electra 400" Eng.	S/T 3/8"	13/32"	1/2"	1/8"	3/16"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	720 L/S
1970	Buick 350" Eng.	A/T 5/16"	13/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	600	650 L/S
	455" Eng.	S/T 5/16"	13/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	700	---	720 L/S
	455" Eng.	A/T 3/8"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	---	600	650 L/S
	455" Eng.	S/T 3/8"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	700	---	720 L/S
1971	455" Eng. GS Stage 1 Opt.	A/T 5/16"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
	Buick 350" Eng.	A/T 15/32"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	800	600	650 L/S
	455" Eng.	A/T 13/32"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	---	600	650 L/S
	455" Eng.	S/T 13/32"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	700	---	720 L/S
1972	Buick 350" Eng.	A/T 15/32"	13/32"	---	1/8"	7/64"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	800/600	650/500	700 L/S
	455" Eng.	S/T 15/32"	9/32"	---	1/8"	7/64"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	---	650/500	820 L/S
	455" Eng.	A/T 13/32"	7/16"	---	1/8"	7/64"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	900/600	650/500	700 L/S
1973	Buick 350" Eng. All/Models	A/T 15/32"	---	---	1/8"	7/64"	21/64"	1/64"	53/64"	1/16	1/32"	Gauge Notch	Note 2	---	A/T 700D L/S S/T 820 L/S
	455" Eng.	A/T 13/32"	---	---	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	700D L/S
	455" Eng.	S/T 13/32"	---	---	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	920 L/S
	455" Eng. w/stage 1	A/T 13/32"	---	---	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/64"	Gauge Notch	Note 2	---	700D L/S
1974	Buick 350" Eng. All/Models	A/T 15/32"	---	---	1/8"	7/64"	21/64"	---	53/64"	11/16	1/32"	Gauge Notch	Note 2	---	700D 3/S
	455" Eng.	A/T 13/32"	---	---	1/8"	7/32"	21/64"	---	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	700D 3/S
	455" Eng. w/stage	A/T 13/32"	---	---	1/8"	7/32"	21/64"	---	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	700D 3/S
1967	Cadillac ALL	A/T 1/4"	11/32"	---	3/32"	3/16"	5/16"	1/64"	7/8"	1/4	1/32"	Center Notch	---	500-N	750 L/S
1968	Cadillac-Exc. Eldorado	A/T 1/4"	11/32"	---	3/32"	13/64"	5/16"	1/32"	55/64"	1/2	1/32"	Center Notch	Note 2	---	1900 H/S
	Eldorado	A/T 11/32"	11/32"	---	3/32"	13/64"	5/16"	1/32"	55/64"	7/16	1/32"	Center Notch	Note 2	---	1900 H/S
1969	Cadillac-Exc. Eldorado	A/T 1/4"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	---	550-N	1900 H/S
	Eldorado	A/T 3/8"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch	---	550-N	1900 H/S
1970	Cadillac ALL	A/T 1/4"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch	Note 2	---	1750 H/S
1971	Cadillac ALL	A/T 1/4"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch	Note 2	---	1950 H/S
1972	Cadillac 472" 500" Eng. Except 7042232	A/T 1/4"	9/32"	---	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	---	600/400	1950 H/S
	Except 7042236-239	A/T 11/32"	9/32"	---	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	---	600/400	1950 H/S
1973	Cadillac 472" Eng. Std.	A/T 1/4"	9/32"	---	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	Note 2	---	1900 H/S
	(7043233) Commercial	A/T 5/16"	---	---	3/32"	3/16"	5/16"	1/32"	---	5/16	1/32"	Gauge Notch	Note 2	---	1900 H/S
	500" Eng. Eldorado	A/T 3/8"	---	---	3/32"	7/32"	5/16"	1/32"	---	3/8	1/32"	Gauge Notch	Note 2	---	1900 H/S
1974	Cadillac 472" Std. (7044233) Commercial	A/T 1/4"	---	---	7/64"	3/16"	19/64"	1/32"	---	3/8	1/32"	Gauge Notch	Note 2	---	1200 2/S
	(7044234) Altitude	A/T 1/4"	---	---	7/64"	3/16"	19/64"	1/32"	---	5/16	1/32"	Gauge Notch	Note 2	---	1200 2/S
	500" Eng. Eldorado	A/T 3/8"	---	---	7/64"	13/64"	19/64"	1/32"	---	1/2	1/32"	Gauge Notch	Note 2	---	1200 2/S
	(7044235) Altitude	A/T 3/8"	---	---	3/32"	13/64"	19/64"	1/32"	---	3/8	1/32"	Gauge Notch	Note 2	---	1200 2/S
1967	Camaro 327" 350" Eng. w/o A.I.R.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	w/A.I.R.	S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	---	2200 H/S
1967	Camaro 396" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	w/Needle & Seat	S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	---	2200 H/S
1967	Camaro 396" Eng.	A/T 3/16"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	---	2000 H/S
	w/Needle & Seat	S/T 3/16"	9/32"	3/8"	7/64"	15/64"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	---	---	2400 H/S
1968	Camaro 327" 350" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
	327" 350" Eng.	S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
	396" Eng.	A/T 3/16"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
	396" 427" Eng.	S/T 3/16"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	---	600	2400 H/S
1969	Camaro 350" Eng.	A/T 7/32"	5/16"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/16	1/64"	Fig. 26	700	---	2400 H/S
	396" Eng.	S/T 7/32"	5/16"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/16	1/64"	Fig. 26	---	600	2400 H/S
	396" Eng.	A/T 1/4"	5/16"	3/8"	7/64"	5/32"	3/16"	---	27/32"	13/16	1/64"	Fig. 26	800	---	2400 H/S
	396" Eng.	S/T 1/4"	5/16"	3/8"	7/64"	5/32"	3/16"	---	27/32"	13/16	1/64"	Fig. 26	---	600	1800 2/S
1970	Camaro 350" 396" Eng.	A/T 1/4"	5/16"	---	7/64"	5/32"	29/64"	---	---	(7/16 350" Eng.)	1/64"	Fig. 26	700	---	1500 2/S
	396" Eng.	S/T 1/4"	5/16"	---	7/64"	5/32"	29/64"	---	---	(13/16 396" Eng.)	1/64"	Fig. 26	---	600	1500 2/S
1971	Camaro 350" 402" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	---	---	---	1/64"	Fig. 26	600	---	1350 2/S
	454" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	---	---	---	1/64"	Fig. 26	Note 2	---	A/T 1600 H/S
1973	Camaro 350" Eng. Hi Perf.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	1/64"	---	---	---	Fig. 26	Note 2	---	S/T 1300 H/S
	454" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	1/64"	---	11/16	---	Fig. 26	Note 2	---	A/T 1600 H/S
1974	Camaro 350" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	---	---	7/8 (1. Hi. Perf.)	1/64"	Gauge Notch	Note 2	---	A/T 1600 H/S S/T 1300 H/S
1967	Checker Motors - 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	---	2200 H/S
1968	Checker Motors - 327" Eng.	A/T 1/4"	9/32"	3/8"	7/64"	5/32"	17/64"	---	27/32"	7/8	1/64"	Fig. 26	550	550-D	2200 H/S
1969	Checker Motors - 350" Eng.	A/T 7/32"	5/16"	3/8"	7/64"	5/32"	29/64"	---	27/32"	7/16	1/64"	Fig. 26	---	600	2400 H/S
1972	Checker Motors 350" Eng.	A/T 3/16"	---	---	7/64"	5/32"	29/64"	---	---	---	1/64"	Fig. 26	Note 2	---	1500 2/S
1973	Checker Motors 350" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	1/64"	---	---	---	Fig. 26	Note 2	---	1800 H/S
1974	Checker Motors 350" Eng.	A/T 1/4"	---	---	7/64"	5/32"	29/64"	---	---	7/8	1/64"	Gauge Notch	Note 2	---	1600 H/S
1967	Chevella 327" Eng. 350" Eng. All w/o A.I.R.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	---	500	2200 H/S
	w/A.I.R.														

	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Deshpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. in Neut.
1666	Chevelle-Late w/Needle & Seat 396" Eng.	All A/T S/T	3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/32" 5/32"	3/16" 3/16"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	550 550	2000 H/S 2000 H/S
1667	Chevelle 327"-350" Eng. Hi. Perf. 327" Eng. 396"-427" Eng.	All S/T S/T A/T	9/32" 9/32" 3/16"	9/32" 9/32" 9/32"	3/8" 3/8" 3/8"	7/64" 7/64" 5/32"	1/64" 1/64" 1/64"	19/64" 19/64" 19/64"	27/32" 27/32" 27/32"	7/8 7/8 7/8	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	2400 H/S 2400 H/S 2400 H/S
1668	Chevelle 350" Eng. 396" Eng.	A/T S/T	3/16" 1/4"	9/32" 5/16"	3/8" 3/8"	5/32" 3/32"	3/16" 3/16"	19/64" 29/64"	27/32" 27/32"	7/8 13/16	1/64" 1/64"	Fig. 26 Fig. 26	700 800	2400 H/S 2400 H/S
1670	Chevelle 350"-396"-400"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	(7/16 350" Eng.) (13/16 all/others)	1/64"	1/64"	Fig. 26	700	1800 2/S 1500 2/S
1671	Chevelle 350"-402"-454" Eng.	A/T S/T	1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/64" 3/32"	1/4" 17/64"	29/64" 17/64"	27/32" 9/32"	1/64"	1/64"	Fig. 26 Fig. 26	600	1500 2/S 1350 2/S
1672	Chevelle 350" Eng. 402"-454" Eng.	All/T All/T	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	7/32" 1/4"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	1/64"	1/64"	Notch/Lever Notch/Lever	900/450 750/450	1500 2/S 1350 2/S
1673	Chevelle 350" Eng. 454" Eng.	All/T All/T	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	1/2 11/16	1/64"	Fig. 26 Fig. 26	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1674	Chevelle 350" Eng. 400" Eng. 454" Eng.	All/T A/T S/T	1/4" 1/4" 3/8"	3/8" 3/8" 3/8"	3/32" 3/32" 3/8"	7/16" 15/64" 7/16"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	27/32" 27/32" 27/32"	7/8 3/4 7/16	1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2	A/T1600 H/S A/T1600 H/S S/T1300 H/S
1665	Chevrolet 396" Eng.	A/T	3/16"	9/32"	3/8"	5/32"	3/16"	1/64"	27/32"	1	1/64"	Fig. 26	500	2000 H/S
1666	Chevrolet 327" Eng. & w/A.I.R. 396"-427" Eng. & w/A.I.R.	A/T S/T	3/16" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 7/64"	1/64" 1/64"	53/64" 53/64"	27/32" 27/32"	1 1	1/64"	Fig. 26 Fig. 26	500 500	2200 H/S 2200 H/S
1667	Chevrolet 327"-350" Eng. w/A.I.R. & w/A.I.R. 396"-427" Eng. & w/A.I.R. & w/A.I.R.	All A/T S/T S/T S/T	9/32" 9/32" 9/32" 9/32"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	7/64" 7/64" 5/32" 5/32"	3/16" 3/16" 3/16" 3/16"	1/64" 1/64" 1/64" 1/64"	27/32" 27/32" 27/32" 27/32"	7/8 7/8 7/8 7/8	1/64" 1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	500 500 500 500	2200 H/S 2200 H/S 2200 H/S 2200 H/S
1667	Chevrolet-Late w/Needle & Seat 396"-427" Eng.	All A/T All S/T	3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/32" 5/32"	3/16" 3/16"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	500 550	2000 H/S 2000 H/S
1668	Chevrolet 327"-350" Eng. 396" Eng.	All S/T S/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 7/64"	1/64" 1/64"	19/64" 19/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	2400 H/S 2400 H/S
1668	Chevrolet 396"-427" Eng. (Std. & Hi. Perf.)	A/T	3/16"	9/32"	3/8"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1669	Chevrolet 350" Eng. 427" Eng.	A/T S/T	7/32" 7/32"	5/16" 5/16"	3/8" 3/8"	3/32" 3/32"	3/16" 3/16"	29/64" 29/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 Fig. 26	700 800	2400 H/S 2400 H/S
1670	Chevrolet 350"-400"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	(7/16 350" Eng.) (13/16 all/others)	1/64"	1/64"	Fig. 26	700	1800 2/S 1500 2/S
1671	Chevrolet 350"-402"-454" Eng.	A/T S/T	1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/64" 3/32"	1/4" 17/64"	29/64" 17/64"	27/32" 9/32"	1/64"	1/64"	Fig. 26 Fig. 26	600	1500 2/S 1350 2/S
1672	Chevrolet 402"-454" Eng.	All/T	1/4"	3/8"	3/32"	7/16"	1/4"	29/64"	27/32"	1/64"	1/64"	Notch Lever	750/450	1500 2/S 1350 2/S
1673	Chevrolet 350" Eng. 454" Eng.	All/T All/T	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	1/2 11/16	1/64"	Fig. 26 Fig. 26	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1674	Chevrolet 350" Eng. 400" Eng. 454" Eng.	All/T A/T A/T	1/4" 1/4" 3/8"	3/8" 3/8" 3/8"	3/32" 3/32" 3/8"	7/16" 15/64" 7/16"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	27/32" 27/32" 27/32"	7/8 3/4 7/16	1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2	A/T1600 H/S A/T1600 H/S S/T1300 H/S
1667	Chevy II 327" Eng. 350" Eng. w/A.I.R.	All A/T S/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 5/32"	3/16" 3/16"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	500 500	2200 H/S 2200 H/S
1668	Chevy II 327"-350" Eng. Hi. Perf. 327" Eng.	A/T S/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 1/4"	19/64" 19/64"	27/32" 27/32"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	2400 H/S 2400 H/S
1669	Chevy II 350" Eng. 396" Eng.	A/T S/T	7/32" 7/32"	5/16" 5/16"	3/8" 3/8"	3/32" 3/32"	3/16" 3/16"	29/64" 29/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 Fig. 26	700 800	2400 H/S 2400 H/S
1670	Chevy II 396" Eng.	A/T S/T	1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	29/64" 29/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	600 700	2400 H/S 1500 2/S
1668	Corvette 327" Eng. Std. & Hi. Perf. Hi. Perf. 427" Eng.	A/T S/T A/T	9/32" 9/32" 3/16"	9/32" 9/32" 9/32"	3/8" 3/8" 3/8"	7/64" 5/32" 5/32"	1/64" 1/64" 1/64"	19/64" 19/64" 19/64"	27/32" 27/32" 27/32"	3/8 3/8 7/8	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	2400 H/S 2400 H/S 2400 H/S
1669	Corvette 350" Eng. 350" Eng. Hi. Perf. 427" Eng. Hi. Perf.	A/T S/T A/T	7/32" 7/32" 1/4"	5/16" 5/16" 5/16"	3/8" 3/8" 3/8"	3/32" 3/32" 3/32"	3/16" 3/16" 3/16"	29/64" 29/64" 29/64"	27/32" 27/32" 27/32"	7/16 7/16 13/16	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	700 800	2400 H/S 2400 H/S 1500 2/S
1670	Corvette 350" Eng.	All/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1671	Corvette 350"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	27/32"	13/16	1/64"	Fig. 26	600	1500 2/S
1672	Corvette 350" Eng. 454" Eng.	All/T All/T	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	7/32" 1/4"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	1/64" 1/64"	1/64"	Notch/Lever Notch/Lever	900/450 750/450	1500 2/S 1350 2/S
1673	Corvette 350" Eng. Hi. Perf. 454" Eng.	All/T All/T	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	1 11/16	1/64"	Fig. 26 Fig. 26	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1674	Corvette 350" Eng. 454" Eng.	All/T All/T	1/4" 3/8"	3/8" 3/8"	3/32" 3/32"	7/16" 1/4"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	7/8 (1, Hi. Perf.) 7/16	1/64"	Gauge Notch Gauge Notch	Note 2 Note 2	A/T1600 H/S A/T1600 H/S
1668	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	S/T	3/16"	9/32"	3/8"	5/32"	1/4"	19/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1669	Chevrolet Truck 350" Eng. 396" Eng.	S/T	7/32" 1/4"	5/16" 5/16"	3/8" 3/8"	3/32" 3/32"	3/16" 1/4"	29/64" 29/64"	27/32" 27/32"	7/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	700 800	2400 H/S 2400 H/S
1670	Chevrolet Truck 350"-400" Eng. Calif.	S/T	11/32" 1/4"	5/16" 5/16"	3/8" 3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	(7/16 350" Eng.) (13/16 400" Eng.)	1/64" 1/64"	1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1671	Chevrolet Truck 350" Eng. 402" Eng.	All/T	11/32" 3/16"	5/16" 5/16"	3/8" 3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	27/32" 27/32"	1/64" 1/64"	1/64"	Fig. 26 Fig. 26	Note 2	1500 2/S
1672	Chevrolet Truck 350" Eng. 402" Eng. Series 10-20-30 402" Eng. Series 10 402" Eng. Series 20-30	All/T S/T A/T A/T	11/32" 5/16" 1/4" 7/32"	5/16" 5/16" 5/16" 5/16"	3/8" 3/8" 3/8" 3/8"	7/64" 3/32" 3/32" 3/32"	1/4" 1/4" 1/4" 1/4"	29/64" 29/64" 29/64" 29/64"	27/32" 27/32" 27/32" 27/32"	1/64" 1/64" 1/64" 1/64"	1/64" 1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	A/T1500 2/S S/T1350 2/S 1500 2/S 1500 2/S
1673	Chevrolet Truck 350" Eng. C, K, P, -20, 30 & G, P, -30 Mtr. Home 350" Eng. G-10 454" Eng.	All/T All/T All	11/32" 1/4" 1/4"	5/16" 5/16" 5/16"	3/8" 3/8" 3/8"	7/64" 3/32" 3/32"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	27/32" 27/32" 27/32"	1/2 1/2 11/16	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	A/T1600 H/S S/T1300 H/S A/T1600 H/S

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M. S/T	Fast Idle R. P. M. A/T-Dr. In Neut.
1974	Chevrolet Truck 350" Eng. 350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514 400" Eng. 454" Eng.	A/T 1/4" 11/32" 1/4" 3/8"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	7/16" 7/16" 7/16" 7/16"	15/64" 15/64" 15/64" 15/64"	29/64" 29/64" 29/64" 29/64"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	7/8 7/8 3/4 7/16	1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2	A/T 1600 S/T 1300 1600 1600 1700
1967	Firebird 400" 428" Eng.	A/T 3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/8" 5/8"	5/32" 5/32"	21/64" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	700 700	2500 H/S 2500 H/S
1968	Firebird 250" Eng. All 350" 400" Eng.	A/T 3/16" 1/4" S/T 1/4" A/T 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	5/8" 5/8" 5/8" 5/8"	5/32" 5/32" 5/32" 5/32"	21/64" 21/64" 21/64" 21/64"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	1/2 1/2 1/2 1/2	1/32" 1/32" 1/32" 1/32"	Center Notch Center Notch Center Notch Center Notch	Note 2 Note 2 Note 2 Note 2	2500 H/S 2500 H/S 2500 H/S 2500 H/S
1968-69	Firebird 400" Eng. Ram AIR Carb. No. 7026270-273	A/T 3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/8" 5/8"	5/32" 5/32"	21/64" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	Note 2 Note 2	2500 H/S 2500 H/S
1969	Firebird 250" Eng. 350" 400" 428" Eng. 400" Eng. Ram AIR	A/T 3/16" 3/16" 3/16" 3/16"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	5/8" 5/8" 5/8" 5/8"	5/32" 5/32" 5/32" 5/32"	21/64" 21/64" 21/64" 21/64"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	1/2 1/2 1/2 1/2	1/32" 1/32" 1/32" 1/32"	Center Notch Center Notch Center Notch Center Notch	Note 2 Note 2 Note 2 Note 2	2500 H/S 2500 H/S 2500 H/S 2500 H/S
1970	Firebird 400" Eng.	A/T 3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/8" 5/8"	5/32" 5/32"	21/64" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	Note 2 Note 2	2500 H/S 2500 H/S
1971	Firebird 400" Eng. & 455" Eng. Std. A/T 455" Eng. Hi. Out put & w/AIR RAM	A/T 3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/8" 5/8"	5/32" 5/32"	21/64" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	950 600 650 700	2500 H/S 2000 H/S 2000 H/S 2000 H/S
1972	Firebird 400" Eng. 455" Eng. 455" Eng. Hi. Perf.	A/T 3/8" 1/4" S/T 3/8" A/T 1/4" S/T 1/4"	13/32" 13/32" 13/32" 13/32"	3/8" 3/8" 3/8" 3/8"	7/16" 7/16" 7/16" 7/16"	13/64" 13/64" 13/64" 13/64"	5/16" 5/16" 5/16" 5/16"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	5/8 11/16 7/16 7/16	1/32" 1/32" 1/32" 1/32"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	2000 H/S 1500 2/S 1500 2/S 1500 2/S
1973-74	Firebird 400" Eng. Altitude 455" Eng. Altitude Hi. Perf. Super Duty	A/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	7/16" 7/16" 7/16" 7/16"	13/64" 13/64" 13/64" 13/64"	5/16" 5/16" 5/16" 5/16"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	7/16 9/16 5/8 3/8	1/32" 1/32" 1/32" 1/32"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S 1500 2/S
1970-71	Ford Motor Co. Cobra Jet 429" Eng. A/T 11/32" 11/32"	11/32" 11/32"	9/32" 9/32"	3/8" 3/8"	5/32" 5/32"	3/16" 3/16"	5/16" 5/16"	1/64" 1/64"	53/64" 53/64"	1/32" 1/32"	Fig. 26 Fig. 26	Note 2 Note 2	650 700	1850 2/S 750 3/S
1968	GMC Truck 396" Eng. 1/2-3/4 Ton	S/T 3/16" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	2400 H/S 2400 H/S
1969	GMC Truck 396" Eng.	S/T 1/4" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	2400 H/S 2400 H/S
1970	GMC Truck 350" 400" Eng. Calif.	11/32" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1971	GMC Truck 350" Eng. Carb. Nos. 7041206, 09 7041208, 11	11/32" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1972	GMC Truck 350" Eng. Carb. Nos. 7402207 7402208 7402210, 11 7402218 7402219 74022910, 11	5/16" 3/16" 3/16" 1/4" 5/16" 3/16"	9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8" 3/8" 3/8"	3/32" 3/32" 3/32" 3/32" 3/32" 3/32"	1/4" 1/4" 1/4" 1/4" 1/4" 1/4"	29/64" 29/64" 29/64" 29/64" 29/64" 29/64"	1/64" 1/64" 1/64" 1/64" 1/64" 1/64"	27/32" 27/32" 27/32" 27/32" 27/32" 27/32"	7/8 7/8 7/8 7/8 7/8 7/8	1/64" 1/64" 1/64" 1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S 1500 2/S 1500 2/S
1973	GMC Truck 350" Eng. C, K, P, 20, 30 & G, P, 30 Mtr. Home	11/32" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	A/T 1800 H/S S/T 1300 H/S
1973-74	350" Eng. G-10 454" Eng. 455" Eng. Motor Home	A/T 1/4" 1/4" 1/4"	9/32" 9/32" 9/32"	3/8" 3/8" 3/8"	3/32" 3/32" 3/32"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	27/32" 27/32" 27/32"	7/8 7/8 7/8	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	A/T 1800 H/S S/T 1300 H/S S/T 1300 H/S
1974	GMC Truck 350" Eng. 350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514 400" Eng. 454" Eng.	A/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	3/32" 3/32" 3/32" 3/32"	1/4" 1/4" 1/4" 1/4"	29/64" 29/64" 29/64" 29/64"	1/64" 1/64" 1/64" 1/64"	27/32" 27/32" 27/32" 27/32"	7/8 7/8 7/8 7/8	1/64" 1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	A/T 1600 S/T 1300 1600 1600 1700
1970	Monte Carlo 350" 400" 454" Eng.	A/T 1/4" 1/4" 1/4"	5/16" 5/16" 5/16"	3/8" 3/8" 3/8"	7/16" 7/16" 7/16"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	7/16 7/16 7/16	1/2 1/2 1/2	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	1800 2/S 1500 2/S 1500 2/S
1971	Monte Carlo 350" 400" 454" Eng.	S/T 1/4" 1/4" 1/4"	5/16" 5/16" 5/16"	3/8" 3/8" 3/8"	7/16" 7/16" 7/16"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	7/16 7/16 7/16	1/2 1/2 1/2	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S
1972	Monte Carlo 350" Eng. 402" 454" Eng.	A/T 1/4" 1/4"	3/8" 3/8"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1973	Monte Carlo 350" Eng. 454" Eng.	A/T 1/4" 1/4"	3/8" 3/8"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1974	Monte Carlo 350" Eng. 400" Eng. 455" Eng.	A/T 1/4" 1/4" 1/4"	3/8" 3/8" 3/8"	3/8" 3/8" 3/8"	3/32" 3/32" 3/32"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	7/16 7/16 7/16	1/2 1/2 1/2	1/64" 1/64" 1/64"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	A/T 1600 H/S S/T 1300 H/S S/T 1300 H/S
1970	Nova 350" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1800 2/S 1500 2/S
1971	Nova/Chevy II 350" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1972	Nova/Chevy II 350" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1973	Nova 350" Eng. 454" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1974	Nova 350" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/16" 7/16"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/16 7/16	1/2 1/2	1/64" 1/64"	Fig. 26 Fig. 26	Note 2 Note 2	A/T 1600 H/S S/T 1300 H/S S/T 1300 H/S
1966	Oldsmobile 330" Eng. 400" 425" Eng.	A/T 11/32" 11/32"	9/32" 9/32"	3/8" 3/8"	1/8" 1/8"	13/64" 13/64"	19/64" 19/64"	1/64" 1/64"	7/8 7/8	1/2-5/8 3/4	1/64" 1/64"	R-Notch R-Notch	550 550	700 L/S 700 L/S
1967	Oldsmobile 330" Eng. 330" Eng. A. I. R. 400" 425" Eng.	A/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	1/8" 1/8" 1/8" 1/8"	13/64" 13/64" 13/64" 13/64"	19/64" 19/64" 19/64" 19/64"	1/64" 1/64" 1/64" 1/64"	7/8 7/8 7/8 7/8	1/2 1/2 1/2 1/2	1/64" 1/64" 1/64" 1/64"	R-Notch R-Notch R-Notch R-Notch	550 550 550 550	900 L/S 900 L/S 900 L/S 900 L/S
1968	Oldsmobile 350" Eng. 400" 455" Eng. Oldsmobile 350" Eng. W31 Outside Air 400" Eng. W-30 Outside Air 400" Eng. Carb. No. 7028253	A/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	1/8" 1/8" 1/8" 1/8"	13/64" 13/64" 13/64" 13/64"	19/64" 19/64" 19/64" 19/64"	1/64" 1/64" 1/64" 1/64"	7/8 7/8 7/8 7/8	1/2 1/2 1/2 1/2	1/64" 1/64" 1/64" 1/64"	Center Notch Center Notch Center Notch Center Notch	Note 2 Note 2 Note 2 Note 2	900 L/S 1000 L/S 750 L/S 750 L/S
1968	Oldsmobile 350" Eng. 400" 455" Eng. W31 350" Eng. w/W31 400" Eng. w/W31 400" Eng. w/W31 400" Eng. w/W31	S/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	1/8" 1/8" 1/8" 1/8"	13/64" 13/64" 13/64" 13/64"	19/64" 19/64" 19/64" 19/64"	1/64" 1/64" 1/64" 1/64"	7/8 7/8 7/8 7/8	1/2 1/2 1/2 1/2	1/64" 1/64" 1/64" 1/64"	Center Notch Center Notch Center Notch Center Notch	Note 2 Note 2 Note 2 Note 2	900 L/S 1000 L/S 750 L/S 750 L/S
1970	Oldsmobile 350" Eng. 455" Eng. All 350" Eng. 325 H. P. 455" Eng. 7040251 455" Eng. 7040252-257-258 455" Eng. 7040253 455" Eng. 7040256	A/T 1/4" 1/4" 1/4" 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	1/8" 1/8" 1/8" 1/8"	13/64" 13/64" 13/64" 13/64"	19/64" 19/64" 19/64" 19/64"	1/64" 1/64" 1/64" 1/64"	7/8 7/8 7/8 7/8	1/2 1/2 1/2 1/2	1/64" 1/64" 1/64" 1/64"	Center Notch Index Index Index Index	575 575 575 575	700 L/S 1000 L/S 1000 L/S 1000 L/S

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. in Neut.
1971	Oldsmobile 350" Eng. 455" Eng. Std. 4-4-2 455" Eng.	A/I/T 1/4"	---	---	9/64"	7/32"	13/64"	1/64"	---	1/2	1/32"	Center Notch	750	1050 L/S
		A/I/T 1/4"	---	---	9/64"	7/32"	13/64"	1/64"	---	3/4	1/32"	Center Notch	---	1050 L/S
		S/T 1/4"	---	---	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Center Notch	750	1050 L/S
		A/T 1/4"	---	---	11/64"	13/64"	13/64"	1/32"	---	3/4	3/64"	Center Notch	---	1050 L/S
		A/T 1/4"	---	---	11/64"	13/64"	13/64"	1/32"	---	3/4	3/64"	Center Notch	---	1050 L/S
1972	Tornado 455" Eng.	A/T 1/4"	3/8"	---	15/64"	15/64"	13/64"	1/32"	---	1/2	3/64"	Index	Note 2	1100 L/S
	Oldsmobile 350" Eng. 455" Eng.	A/I/T 1/4"	---	---	15/64"	7/32"	13/64"	1/32"	---	3/4	3/64"	Index	---	1100 L/S
		A/I/T 1/4"	---	---	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Index	Note 2	1100 L/S
	4-4-2 455" Eng.	A/I/T 1/4"	3/8"	---	15/64"	7/32"	13/64"	1/32"	---	3/4	3/64"	Index	Note 2	1000 L/S
1973-74	Oldsmobile 350" Eng. 455" Eng.	A/I/T 1/4"	---	---	15/64"	9/32"	13/64"	1/32"	---	3/4	---	Index	Note 2	1000 L/S
		A/T 1/4"	---	---	15/64"	9/32"	13/64"	1/32"	---	3/4	---	Index	Note 2	1000 L/S
		S/T 1/4"	---	---	15/64"	7/32"	13/64"	1/32"	---	3/4	---	Index	Note 2	1000 L/S
	455" Eng. Commercial	A/T 1/4"	---	---	15/64"	7/32"	13/64"	1/32"	---	3/4	---	Index	Note 2	1000 L/S
	455" Eng. Hi. Perf. Calif.	A/T 1/4"	---	---	15/64"	9/32"	13/64"	1/32"	---	3/4	1/32"	Index	Note 2	1000-P
1967	Pontiac 400"-428" Eng. & w/A.I.R.	A/T 3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
	& w/A. I. R.	S/T 3/16"	9/32"	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	---	2500 H/S
1968	Pontiac 400"-428" Eng.	A/T 1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		S/T 1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
1969	Pontiac 350"-400"-428" Eng.	A/I/T 9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	1000	2300 H/S
1970	Pontiac 400"-455" Eng.	A/I/T 9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	1/32"	Center Notch	950	2000 H/S
1971	Pontiac 400" Eng. & 455" Eng. Std.	A/I/T 9/32"	---	3/8"	3/32"	15/64"	---	1/64"	---	---	1/32"	Center Notch	600	2000 H/S
1972	Pontiac 400" Eng.	A/T 3/8"	13/32"	---	7/64"	13/32"	---	5/16"	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng.	S/T 1/4"	13/32"	---	7/64"	13/32"	---	5/16"	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	A/T 1/4"	7/16"	---	7/64"	19/64"	---	5/16"	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S
		S/T 1/4"	7/16"	---	7/64"	21/64"	---	5/16"	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S
1973-74	Pontiac 400" Eng.	A/T 13/32"	---	---	13/64"	17/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T 13/32"	---	---	13/64"	17/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
	Hi. Perf.	A/T 13/32"	---	---	13/64"	19/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
		S/T 13/32"	---	---	13/64"	19/64"	---	5/16"	1/64"	---	1/32"	Index	Note 2	1500 2/S
1967	Pontiac Canada 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	---	2200 H/S
		S/T 9/32"	9/32"	3/8"	3/32"	13/64"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396"-427" Eng.	A/T 9/32"	9/32"	3/8"	3/32"	5/32"	21/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	---	2200 H/S
		S/T 9/32"	9/32"	3/8"	3/32"	1/4"	21/64"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Pontiac Canada 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	---	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
		S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1970	Pontiac Canada 350"-454" Eng.	A/T 1/4"	5/16"	---	7/64"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 H/S
		S/T 1/4"	5/16"	---	7/64"	9/32"	29/64"	---	---	---	---	Fig. 26	700	1500 2/S
	400"-455" Eng.	A/I/T 9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	1/32"	Center Notch	950	2000 H/S
1966	Tempest 230" Eng.	A/I/T 7/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	---	Fig. 26	600	2500 H/S
1967	Tempest Early 230" Eng.	A/I/T 7/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
	Late 230" Eng.	A/I/T 3/16"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
	Tempest 400" Eng.	A/T 3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	---	2500 H/S
		S/T 3/16"	9/32"	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
1968	Tempest 250" Eng.	A/I/T 5/16"	9/32"	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
	All 350"-400" Eng.	A/T 1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		S/T 1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
1968-69	Tempest 400" Eng. Ram Air Carb. No. 7028270-273	A/T 1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1969	Tempest 250" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
		S/T 3/16"	9/32"	3/8"	3/32"	3/16"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
	350"-400"-428" Eng.	A/I/T 9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
	400" Eng. Ram Air	A/I/T 9/32"	1/4"	---	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1970	Tempest 400" Eng. Ram Air	A/I/T 9/32"	---	3/8"	7/64"	1/4"	---	---	---	---	1/32"	Center Notch	1050	2500 H/S
	400"-455" Eng.	A/I/T 9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	1/32"	Center Notch	950	2000 H/S
1971	Tempest 400" Eng. & 455" Eng. Std.	A/I/T 9/32"	---	3/32"	15/64"	---	1/64"	---	---	---	1/32"	Fig. 26	600	2000 H/S
	455" Eng. Hi Output w/air ram	A/I/T 9/32"	---	3/32"	A/T 7/16"	---	1/64"	---	---	---	1/32"	Fig. 26	600	2000 H/S
1972	Tempest/Lemans 400" Eng.	A/T 3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	5/8	1/32"	Fig. 26	Note 2	1500 2/S
		S/T 1/4"	13/32"	---	7/64"	21/64"	5/16"	1/64"	---	11/16	1/32"	Fig. 26	Note 2	1500 2/S
1972	Tempest/Lemans 455" Eng.	A/T 3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	A/T 1/4"	7/16"	---	7/64"	19/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		S/T 1/4"	7/16"	---	7/64"	21/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
1973	Tempest 400" Eng.	A/T 13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T 13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	5/8	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
	Hi. Perf.	A/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
		S/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
1974	Tempest/Lemans 350" Eng.	A/I/T 13/32"	---	---	13/64"	9/32"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	1500 2/S
	400" Eng.	A/T 13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	---	---	Index	Note 2	1500 2/S
		S/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	5/8	---	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T 13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	3/8	---	Index	Note 2	1500 2/S
	Altitude	A/T 13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S

Note 1 — 7028240 Change "A" — Float Setting 7/16", Pump 13/32" Outer Hole and All Others — Float Setting 3/8", Pump 9/32" Inner Hole.

Note 2 — Adjust Slow Idle Mixture, Slow and Fast Idle R. P. M. as outlined on Decal in Engine Compartment; Firebird and GTO Ram Air Idle R. P. M. A/T 650 — S/T 1200. Fast Idle 2800.

*Inner Hole Of Pump Lever W — W/O A. I. R. = With and Without Injection Reactor

**Outer Hole of Pump Lever S/T = Standard Transmission

***Fast Idle Cam Adj. Olds. A/T = Automatic Transmission

L/S = Low Step

H/S = High Step

2/S = Second Step

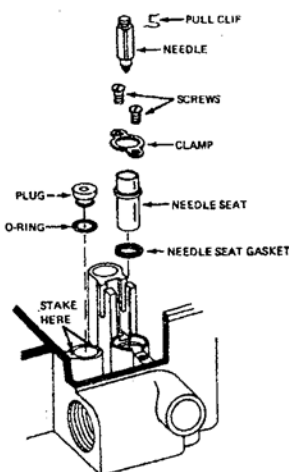
3/S = Third Step

Increase Idle 75 RPM on A/C Units with A/C on.

Increase Idle 75 RPM on Cars with A. I. R.

SPECIAL INSTRUCTIONS

To replace the conventional diaphragm and needle assembly with the new needle and seat assembly, proceed as follows:



- (1) Remove diaphragm and needle assembly.
- (2) Install O-ring on plug (oil lightly). Install assembly into fuel stand pipe. Using a flat punch and hammer, drive plug in flush with top edge of stand pipe. Secure plug by staking top edge of stand pipe in two places.
- (3) Install gasket on needle seat, then insert into diaphragm channel and secure in place with new clamp and existing screws.
- (4) Install needle, pull clip and float. Set float level to 1/8".

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M. S/T	Fast Idle R. P. M. In Neut.
1967	Acadian 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1970	Acadian 350"-396"-400"-454" Eng.	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
		S/T 1/4"	5/16"	1/8"	7/64"	1/4"	29/64"	1/64"	27/32"	(7/16 350" Eng.) (13/16 all others)	1/64"	Fig. 26	600	1800 2/S 1500 2/S
1967	Beaumont 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	29/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	Blazer See Chevrolet	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1966	Buick 400"-425" Eng. w/ w/o A.I.R.	A/T 1/4"	9/32"	3/8"	9/64"	A-3/32" B-15/64"	21/64"	1/32"	53/64"	5/8	----	Index	500	600 L/S
1967	Buick 400" Eng. & w/o A.I.R.	A/T 7/32"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge	550	650 L/S
	430" Eng. w/o A.I.R.	S/T 7/32"	9/32"	3/8"	1/8"	7/32"	21/64"	3/64"	53/64"	5/8	1/32"	Notch	550	650 L/S
	w/o A.I.R.	A/T 9/32"	9/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch	550	650 L/S
1967	Buick-Lata w/Needle & Seat 400" Eng.	A/T 1/4"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	550	650 L/S
	430" Eng.	S/T 1/4"	9/32"	3/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	550	650 L/S
1968	Buick-350" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	700 L/S
	400"-430" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	650 L/S
	400" Eng.	A/T See Note 1	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	700 L/S	650 L/S
1968	Buick-400" Eng. 7028246	S/T 7/32"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	700 L/S
	7028247	A/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	700 L/S
	430" Eng. 7028248	S/T 7/32"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	700 L/S
1969	Buick-350" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	620 L/S
	400"-430" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	720 L/S
	Riviera 430" Eng.	A/T 3/8"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	620 L/S
	Riviera 430" Eng. and Electra 400" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	620 L/S
1970	Buick-350" Eng.	A/T 3/8"	13/32"	1/2"	9/64"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	720 L/S
	455" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2	650 L/S
	455" Eng.	A/T 3/8"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	720 L/S
	455" Eng. GS Stage 1 Opt.	S/T 3/8"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	720 L/S
1971	Buick 350" Eng.	All/T 5/16"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	650 L/S
	455" Eng.	All/T 15/32"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	800	820 L/S
	455" Eng.	A/T 13/32"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	650 L/S
	455" Eng.	S/T 13/32"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	720 L/S
1972	Buick 350" Eng.	All/T 15/32"	13/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	800/600	650/500
	455" Eng.	S/T 15/32"	9/32"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	800/600	700 L/S
	455" Eng.	All/T 13/32"	7/16"	1/8"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	900/600	650/500
1973	Buick 350" Eng. All/Models	All/T 15/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge Notch	Note 2	A/T 700D L/S S/T 820 L/S
	455" Eng.	A/T 13/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	700D L/S
	455" Eng. w/stage 1	S/T 13/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	920 L/S
	455" Eng. w/stage 1	All/T 13/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/64"	Gauge Notch	Note 2	700D L/S
1974	Buick 350" Eng. All/Models	A/T 15/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge Notch	Note 2	700D 3/S
	455" Eng.	A/T 13/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	700D 3/S
	455" Eng. w/stage	A/T 13/32"	*	1/8"	1/8"	7/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	700D 3/S
1967	Cadillac ALL	1/4"	11/32"	1/8"	3/32"	3/16"	5/16"	1/64"	7/8"	1/4	1/32"	Center Notch	500-N	750 L/S
1968	Cadillac-Exc. Eldorado	1/4"	11/32"	1/8"	3/32"	13/64"	5/16"	1/32"	55/64"	1/2	1/32"	Center Notch	Note 2	1900 H/S
1969	Cadillac-Exc. Eldorado	1/4"	11/32"	1/8"	3/32"	13/64"	5/16"	1/32"	55/64"	7/16	1/32"	Center Notch	Note 2	1900 H/S
	Eldorado	1/4"	11/32"	1/8"	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	550-N	1900 H/S
1970	Cadillac ALL	A/T 1/4"	11/32"	1/8"	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	600	1950 H/S
1971	Cadillac ALL	A/T 1/4"	11/32"	1/8"	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch	Note 2	1750 H/S
1972	Cadillac 472", 500" Eng.	All 1/4"	9/32"	1/8"	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	600/400	1950 H/S
	Except 7042232	All 1/4"	9/32"	1/8"	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	600/400	1950 H/S
	Except 7042236-239	All 3/8"	9/32"	1/8"	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	600/400	1950 H/S
1973	Cadillac 472" Eng. Std.	All 1/4"	*	1/8"	3/32"	13/64"	5/16"	1/32"	5/16"	5/16	1/32"	Gauge Notch	Note 2	1900 H/S
	(7043233) Commercial	All 5/16"	**Calif.	1/8"	3/32"	3/16"	5/16"	1/32"	5/16"	5/16	1/32"	Gauge Notch	Note 2	1900 H/S
	500" Eng. Eldorado	All 3/8"	*	1/8"	3/32"	7/32"	5/16"	1/32"	5/16"	3/8	1/32"	Gauge Notch	Note 2	1900 H/S
1974	Cadillac 472" Std.	A/T 1/4"	**Calif.	1/8"	7/64"	3/16"	19/64"	1/32"	5/16"	3/8	1/32"	Gauge Notch	Note 2	1200 2/S
	(7044233) Commercial	A/T 9/32"	**	1/8"	7/64"	3/16"	19/64"	1/32"	5/16"	3/8	1/32"	Gauge Notch	Note 2	1200 2/S
	(7044234) Altitude	A/T 1/4"	*	1/8"	3/32"	13/64"	19/64"	1/32"	5/16"	5/16	1/32"	Gauge Notch	Note 2	1200 2/S
	500" Eng. Eldorado	A/T 3/8"	*	1/8"	7/64"	13/64"	19/64"	1/32"	5/16"	1/2	1/32"	Gauge Notch	Note 2	1200 2/S
	(7044235) Altitude	A/T 3/8"	**	1/8"	3/32"	13/64"	19/64"	1/32"	5/16"	3/8	1/32"	Gauge Notch	Note 2	1200 2/S
1967	Camaro 327"-350" Eng. w/o A.I.R.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Camaro 396" Eng.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Camaro 396" Eng. w/Needle & Seat	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Camaro 327"-350" Eng.	S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	327"-350" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	19/64"	1/32"	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
	396" Eng.	S/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/32"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/32"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Camaro 350" Eng.	S/T 7/32"	5/16"	3/8"	3/32"	3/16"	26/64"	1/32"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	A/T 1/4"	5/16"	3/8"	3/32"	3/16"	26/64"	1/32"	27/32"	13/16	1/64"	Fig. 26	700	2400 H/S
1970	Camaro 350"-396" Eng.	S/T 1/4"	5/16"	3/8"	3/32"	1/4"	26/64"	1/32"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Camaro 350"-402" Eng.	A/T 1/4"	5/16"	3/8"	7/64"	9/32"	26/64"	1/32"	27/32"	(7/16 350" Eng.) (13/16 396" Eng.)	1/64"	Fig. 26	700	1800 2/S
1973	Camaro 350" Eng. Hi Perf.	All/T 1/4"	*	1/8"	3/32"	17/64"	26/64"	1/64"	27/32"	1	1/64"	Fig. 26	600	1500 2/S
	454" Eng.	All/T 1/4"	*	1/8"	7/16"	1/4"	26/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	1350 2/S
1974	Camaro 350" Eng.	All/T 1/4"	*	1/8"	7/16"	15/64"	26/64"	1/64"	27/32"	7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2	A/T 1600 H/S S/T 1300 H/S
1967	Checker Motors - 327" Eng.	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2200 H/S
1968	Checker Motors - 327" Eng.	S/T 1/4"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2200 H/S
1972	Checker Motors 350" Eng.	A/T 7/32"	5/16"	3/8"	3/32"	3/16"	26/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	600	2400 H/S
1973	Checker Motors 350" Eng.	A/T 1/4"	*	1/8"	3/32"	7/32"	26/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	1500 2/S
1974	Checker Motors 350" Eng.	A/T 1/4"	*	1/8"	7/16"	15/64"	26/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1600 H/S
1977	Checker Mtrs. 350" Eng. (Aero Bus)	All/T 11/32"	9/32"	3/8"	19/64"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2	1600 H/S
1967	Chevelle 327" Eng. 350" Eng. All w/o A.I.R.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396" Eng. & w/o A.I.R.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396" Eng. & w/o A.I.R.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396" Eng. & w/o A.I.R.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. in Naut.
		S/T											S/T	A/T-Dr.
1967	Chevelle-Late w/Needle & Seat 396" Eng.	All A/T	3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
1968	Chevelle 327"-350" Eng.	All S/T	3/16"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550
	Hi. Perf. 327" Eng.	All S/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2
	396"-427" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1969	Chevelle 350" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	396" Eng.	A/T	7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	600
		A/T	1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700
1970	Chevelle 350"-396"-400"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800
1971	Chevelle 350"-402"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	3/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	700
		S/T	1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
1972	Chevelle 350" Eng.	All/T	1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600/450
	402"-454" Eng.	All/T	1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	900/450
1973	Chevelle 350" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	750/450
	454" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1974	Chevelle 350" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	400" Eng.	A/T	1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	454" Eng.	S/T	3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2
1965	Chevrolet 396" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	5/32"	21/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
		S/T	3/16"	9/32"	3/8"	3/32"	1/4"	21/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
1966	Chevrolet 327" Eng. & w/A.I.R.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	9/32"	1/64"	53/64"	1	1/64"	Fig. 26	500
	396"-427" Eng. & w/A.I.R.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	9/32"	1/64"	53/64"	1	1/64"	Fig. 26	500
		S/T	9/32"	9/32"	3/8"	7/64"	5/32"	9/32"	1/64"	53/64"	1	1/64"	Fig. 26	500
1967	Chevrolet 327"-350" Eng.	All A/T	9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
	w/A.I.R.	S/T	9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
	& w/A.I.R.	S/T	9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
	396"-427" Eng. & w/A.I.R.	A/T	9/32"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
	& w/A.I.R.	S/T	9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
1967	Chevrolet-Late w/Needle & Seat 396"-427" Eng.	All A/T	3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
1968	Chevrolet 327"-350" Eng.	All S/T	3/16"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550
		A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2
1968	Chevrolet 396"-427" Eng. (Std. & Hi. Perf.)	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1969	Chevrolet 350" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
		S/T	7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	600
	427" Eng.	A/T	1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700
		S/T	1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800
1970	Chevrolet 350"-400"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	700
		S/T	1/4"	5/16"	3/8"	7/64"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	700
1971	Chevrolet 350"-402"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
		S/T	1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
1972	Chevrolet 402"-454" Eng.	All/T	1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600/450
1973	Chevrolet 350" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	750/450
	454" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1974	Chevrolet 350" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	400" Eng.	A/T	1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	454" Eng.	A/T	3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2
1967	Chevy II 327" Eng. 350" Eng.	All A/T	9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
	w/A.I.R.	S/T	9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500
1968	Chevy II 327"-350" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2
	Hi. Perf. 327" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1969	Chevy II 350" Eng.	A/T	7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	600
	396" Eng.	A/T	7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700
		S/T	1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800
1970	Chevy II 396" Eng.	A/T	1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
		S/T	1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	700
1968	Corvette 327" Eng. Std. & Hi. Perf.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2
	Hi. Perf. 427" Eng.	S/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1969	Corvette 350" Eng.	A/T	7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2
	350" Eng. Hi. Perf.	S/T	3/16"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700
	427" Eng. Hi. Perf.	A/T	1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	750
1970	Corvette 350" Eng.	All/T	3/16"	5/16"	3/8"	7/64"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800
1971	Corvette 350"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
		S/T	1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600
1972	Corvette 350" Eng.	All/T	1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600/450
	454" Eng.	All/T	1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	900/450
1973	Corvette 350" Eng. Hi. Perf.	All/T	1/4"	3/8"	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	750/450
	454" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1974	Corvette 350" Eng.	All/T	1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	454" Eng.	All/T	3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2
1968	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	S/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1969	Chevrolet Truck 350" Eng. 396" Eng.	S/T	7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700
1970	Chevrolet Truck 350"-400" Eng. Calif.	S/T	11/32"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800
1971	Chevrolet Truck 350" Eng. 402" Eng.	S/T	11/32"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	Note 2
1972	Chevrolet Truck 350" Eng.	All/T	3/16"	5/16"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	402" Eng. Series 10-20-30	S/T	5/16"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	402" Eng. Series 10	A/T	1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	402" Eng. Series 20-30	A/T	7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
1973	Chevrolet Truck 350" Eng. C, K, P, -20, 30 & G, P, -30 Mtr. Home	S/T	11/32"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	350" Eng. G-10	All/T	1/4"	5/16"	3/8"	7/64"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2
	454" Eng.	All	1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. in Neut.
1974	Chevrolet Truck 350" Eng. 350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514 400" Eng. 454" Eng.	All/T 1/4" 11/32" 1/4" 3/8"	* * * *	--- --- --- ---	7/16" 7/16" 7/16" 7/16"	15/64" 7/32" 15/64" 15/64"	29/64" 29/64" 29/64" 29/64"	--- --- --- ---	--- --- --- ---	7/8 7/8 3/4 7/16	1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2	A/T1600 S/T1300 1600 1600 1600 1700
1975-76	Chevrolet Truck 350" Eng. Calif. 350" Eng. 400" Eng. Carb. No. 7045225 400" Eng. Carb. No. 7045229 400" Eng. Calif.	All/T 11/32" 11/32" 11/32" 15/32" 11/32"	9/32" 9/32" 9/32" 9/32" 9/32"	--- --- --- --- ---	19/64" 19/64" 19/64" 19/64" 19/64"	9/64" 5/32" 9/64" 9/64" 5/32"	19/64" 19/64" 19/64" 19/64" 19/64"	--- --- --- --- ---	--- --- --- --- ---	7/8 7/8 3/4 3/4 3/4	1/64" 1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2 Note 2	1600P 1600P 1600P 1600P 1600P
1975	454" Eng.	3/8"	9/32"	---	7/16"	15/64"	29/64"	---	---	7/16	1/64"	Gauge Notch	Note 2	1000 2/S
1976-77	454" Eng.	3/8"	9/32"	---	19/64"	5/32"	19/64"	---	---	7/8	1/64"	Gauge Notch	Note 2	1700N
1977	Chevrolet Truck 350" Eng. Calif. Calif. w/Carb. No. 17067514 350" Eng. Federal 400" Eng.	All/T 11/32" 11/32" 11/32" 11/32"	9/32" 9/32" 9/32" 9/32"	--- --- --- ---	19/64" 7/32" 7/32" 7/32"	5/32" 1/8" 7/64" 1/8"	19/64" 15/64" 13/64" 7/32"	--- --- --- ---	--- --- --- ---	7/8 3/4 7/8 7/8	1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2	1600 H/S 1600 H/S 1600 H/S 1600 H/S
1978	Chevrolet Truck 350" Eng. Fed. 400" Eng. Fed. Carb. No. 17058229 Carb. No. 17058525 454" Eng. Fed. 350"/400" Eng. Calif.	All/T 15/32" 15/32" 15/32" 15/32" 15/32"	9/32" 9/32" 9/32" 9/32" 9/32"	--- --- --- --- ---	17/64" 17/64" 17/64" 17/64" 17/64"	7/64" 9/64" 9/64" 9/64" 9/64"	1/4" 17/64" 17/64" 17/64" 17/64"	--- --- --- --- ---	--- --- --- --- ---	7/8 3/4 7/8 7/8 7/8	1/64" 1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2 Note 2	1700 N 1700 N 1600 P 1700 N 1600 N
1967	Firebird-400"-428" Eng.	A/T 3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/64" 3/32"	5/32" 15/64"	21/64" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	700	2500 H/S 2500 H/S
1968	Firebird 250" Eng. All 350"-400" Eng.	All/T 5/16" 1/4"	9/32" 9/32"	3/8" 3/8"	5/64" 3/32"	1/4" 15/64"	19/64" 19/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	Note 2	2500 H/S 2500 H/S
1968-69	Firebird 400" Eng. Ram AIR Carb. No. 7028270-273	A/T 1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
1969	Firebird 250" Eng.	S/T 1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
	350"-400"-428" Eng. 400" Eng. Ram Air	All/T 9/32" 9/32"	1/4" 1/4"	3/8" 3/8"	3/32" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64" 1/64"	53/64" 53/64"	1/2 1/2	1/32" 1/32"	Center Notch Center Notch	Note 2	2800 H/S 2800 H/S
1970	Firebird 400" Eng.	All/T 9/32"	1/4"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1971	Firebird 400" Eng. & 455" Eng. Std. 455" Eng. Hi. Out put & w/AIR RAM	All/T 9/32"	---	---	3/32"	13/32"	---	1/64"	---	---	1/32"	Center Notch	950 600	650 700 2000 H/S 2000 H/S
1972	Firebird 400" Eng. 455" Eng. 455" Eng. Hi. Perf.	A/T 3/8" 1/4" 3/8"	13/32" 13/32" 13/32"	---	7/64" 7/64" 7/64"	5/16" 21/64" 13/64"	19/64" 19/64" 19/64"	1/64" 1/64" 1/64"	---	5/8 11/16	1/32" 1/32" 1/32"	Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2	2000 H/S 1500 2/S 1500 2/S
1973-74	Firebird 400" Eng. Altitude 455" Eng. Altitude Hi. Perf. Super Duty	A/T 13/32" 13/32" 13/32" 13/32"	** ** *	---	13/64" 13/64" 13/64"	17/64" 19/64" 17/64"	5/16" 5/16" 5/16"	1/64" 1/64" 1/64"	---	1/2 9/16 5/8 3/8 3/4	1/32" 1/32" 1/32" 1/32" 1/32"	Index Index Index Index Index	Note 2 Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S 1500 2/S 2000 2/S
1970-71	Ford Motor Co. Cobra Jet 429" Eng.	A/T 11/32"	**	---	5/32"	3/16"	5/16"	1/64"	---	---	1/32"	Fig. 26	650	1850 2/S
		S/T 11/32"	**	---	5/32"	9/64"	5/16"	1/64"	---	---	1/32"	Fig. 26	700	750 3/S
1968	GMC Truck 396" Eng. 1/2-3/4 Ton	S/T 3/16" 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 7/64"	1/4" 1/4"	19/64" 19/64"	---	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 Fig. 26	Note 2	2400 H/S 2400 H/S
1969	GMC Truck 396" Eng.	S/T 1/4"	5/16"	3/8"	3/32"	1/4"	19/64"	1/64"	13/16"	---	1/64"	Fig. 26	Note 2	1500 2/S
1970	GMC Truck 350" Eng. Calif.	All/T 11/32"	---	---	7/64"	1/4"	19/64"	1/64"	---	17/16 350" Eng. 13/16 400" Eng.	1/64"	Fig. 26	Note 2	1500 2/S
1973	GMC Truck 350" Eng. C, K, P, 20, 30 & G, P, -30 Mtr. Home	All/T 11/32"	---	---	7/16"	7/32"	29/64"	1/64"	---	1/2	---	Fig. 26	Note 2	A/T1600 H/S S/T1300 H/S
	350" Eng. G-10	All/T 1/4"	---	---	7/16"	7/32"	29/64"	1/64"	---	1/2	---	Fig. 26	Note 2	A/T1600 H/S S/T1300 H/S
	454" Eng.	All 1/4"	---	---	7/16"	1/4"	29/64"	1/64"	---	11/16	---	Fig. 26	Note 2	A/T1600 H/S S/T1300 H/S
1973-74	455" Eng. Motor Home	All/T 1/4"	---	---	15/64"	7/32"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 2/S
1974	GMC Truck 350" Eng. 350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514 400" Eng. 454" Eng.	All/T 11/32" 1/4" 1/4" 3/8"	* * * *	--- --- --- ---	7/16" 7/16" 7/16" 7/16"	7/32" 15/64" 15/64" 15/64"	29/64" 29/64" 29/64" 29/64"	--- --- --- ---	--- --- --- ---	7/8 3/4 7/16	1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2	A/T1600 S/T1300 1600 1600 1600 1700
1975-76	GMC Truck 350" Eng. Calif. 350" Eng. 400" Eng. Carb. No. 7045225 400" Eng. Carb. No. 7045229 400" Eng. Calif.	All/T 11/32" 11/32" 11/32" 15/32" 11/32"	9/32" 9/32" 9/32" 9/32" 9/32"	--- --- --- --- ---	19/64" 19/64" 19/64" 19/64" 19/64"	9/64" 5/32" 9/64" 9/64" 5/32"	19/64" 19/64" 19/64" 19/64" 19/64"	--- --- --- --- ---	--- --- --- --- ---	7/8 7/8 3/4 3/4 3/4	1/64" 1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2 Note 2	1600P 1600P 1600P 1600P 1600P
1975	454" Eng.	3/8"	9/32"	---	7/16"	15/64"	29/64"	---	---	7/16	1/64"	Gauge Notch	Note 2	1000 2/S
1976-77	454" Eng.	3/8"	9/32"	---	19/64"	5/32"	19/64"	---	---	7/8	1/64"	Gauge Notch	Note 2	1700N
1975-76	455" Eng.	1/4"	5/16"	---	15/64"	7/32"	5/16"	1/32"	---	3/4	1/32"	Index	Note 2	900 L/S
1977	GMC Truck 350" Eng. Calif. Calif. w/Carb. No. 17067514 350" Eng. Federal 400" Eng.	All/T 11/32" 11/32" 11/32" 11/32"	9/32" 9/32" 9/32" 9/32"	--- --- --- ---	19/64" 7/32" 7/32" 7/32"	5/32" 1/8" 7/64" 1/8"	19/64" 15/64" 13/64" 7/32"	---	---	7/8 3/4 7/8 7/8	1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2	1600 H/S 1600 H/S 1600 H/S 1600 H/S
1978	GMC Truck 350" Eng. Fed. 400" Eng. Fed. Carb. No. 17058229 Carb. No. 17058525 454" Eng. Fed. 350"/400" Eng. Calif.	All/T 15/32" 15/32" 15/32" 15/32" 15/32"	9/32" 9/32" 9/32" 9/32" 9/32"	--- --- --- --- ---	17/64" 17/64" 17/64" 17/64" 17/64"	7/64" 9/64" 9/64" 9/64" 9/64"	1/4" 17/64" 17/64" 17/64" 17/64"	--- --- --- --- ---	--- --- --- --- ---	7/8 3/4 7/8 7/8 7/8	1/64" 1/64" 1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2 Note 2 Note 2	1700 N 1700 N 1600 P 1700 N 1600 N
1970	Monte Carlo 350"-400"-454" Eng.	A/T 1/4"	5/16"	---	7/64"	1/4"	29/64"	---	---	17/16 350" Eng. 13/16 all/others	1/64"	Fig. 26	700	1800 2/S
1971	Monte Carlo 350"-402"-454" Eng.	S/T 1/4"	---	---	3/32"	17/64"	---	---	---	---	1/64"	Fig. 26	600	1500 2/S
1972	Monte Carlo 350" Eng. 402"-454" Eng.	All/T 1/4"	3/8"	---	3/32"	7/32"	29/64"	---	---	---	1/64"	Fig. 26	600	1350 2/S
												Notch Lever	900/450	1500 2/S
												Notch Lever	750/450	1500 2/S
1973	Monte Carlo 350" Eng. 454" Eng.	All/T 1/4"	---	---	7/16"	1/4"	29/64"	1/64"	---	1/2 11/16	---	Fig. 26 Fig. 26	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1974	Monte Carlo 350" Eng. 400" Eng. 455" Eng.	All/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	7/8 3/4 7/16	1/64" 1/64" 1/64"	Gauge Notch Gauge Notch Gauge Notch	Note 2 Note 2 Note 2	A/T1600 H/S S/T1300 H/S 1600
1970	Nova 350" Eng.	A/T 1/4"	5/16"	---	7/64"	1/4"	29/64"	---	---	7/16	1/64"	Fig. 26	700	1800 2/S
1971	Nova/Chevy II 350" Eng.	S/T 1/4"	---	---	3/32"	17/64"	---	---	---	---	1/64"	Fig. 26	600	1500 2/S
1972	Nova/Chevy II 350" Eng.	All/T 1/4"	3/8"	---	3/32"	7/32"	29/64"	---	---	---	1/64"	Fig. 26	600	1350 2/S
												Notch Lever	900/450	1500 2/S
1973	Nova 350" Eng. 454" Eng.	All/T 1/4"	---	---	7/16"	1/4"	29/64"	1/64"	---	1/2 11/16	---	Fig. 26 Fig. 26	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1974	Nova 350" Eng.	All/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S S/T1300 H/S

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj.	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M.
1966	Oldsmobile 330" Eng.	All/T	11/32"	9/32"	3/8"	1/8"	13/64"	19/64"	1/64"	7/8"	1/2-5/8	R-Notch	550	700 L/S
1967	Oldsmobile 330" Eng.	All/T	11/32"	9/32"	3/8"	1/8"	13/64"	19/64"	1/64"	7/8"	1/2	R-Notch	550	700 L/S
	330" Eng. A. I. R.	All/T	1/4"	9/32"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	R-Notch	550	900 L/S
	400"-425" Eng.	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	R-Notch	550	900 L/S
1968	Oldsmobile 350" Eng.	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	R-Notch	550	900 L/S
	400"-455" Eng.	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	R-Notch	550	900 L/S
	Oldsmobile 350" Eng. W31	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	Note 2	Note 2
	Outside Air	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	Note 2	Note 2
	400" Eng. W-30 Outside Air	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	Note 2	900 L/S
	400" Eng. Carb. No. 7028253	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	Note 2	1000 L/S
1969	Oldsmobile 350" Eng. All w/o W31	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	L-Notch	Note 2	750 L/S
	350" Eng. w/W31	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	Center Notch	675	700 L/S
	400" Eng. w/o W30	A/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	Center Notch	825	900 L/S
	400" Eng. w/o W30	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	750	700 L/S
	400" Eng. w/W30	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	L-Notch	825	750 L/S
	455" Eng. All	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	Center Notch	825	S/T 1000 L/S
1970	Oldsmobile 350" Eng. 310 H. P.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	650	575
	350" Eng. 325 H. P.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	625
	455" Eng. 7040251	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	600
	455" Eng. 7040252-257-258	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	600
	455" Eng. 7040253	S/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	625
	455" Eng. 7040256	S/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	600
1971	Oldsmobile 350" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	750	600
	455" Eng. Std.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Center Notch	750	600
	4-4-2 455" Eng.	S/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Center Notch	750	600
	Toronado 455" Eng.	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Center Notch	750	600
1972	Oldsmobile 350" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
	455" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
	4-4-2 455" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
1973-74	Oldsmobile 350" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
	455" Eng.	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
	455" Eng. Commercial	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
	455" Eng. Hi. Perf. Calif.	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1100 L/S
1975	Oldsmobile 455" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1000
	Commercial 7043259	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	1000
1975-76	H/D Marine 7045282	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	13/64"	1/64"	7/8"	1/2	Index	Note 2	900 L/S
1967	Pontiac 400"-428" Eng. & w/A.I.R.	A/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	600	2500 H/S
1968	Pontiac 400"-428" Eng.	S/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	396"-427" Eng.	A/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1969	Pontiac 350"-400"-428" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	1000	2300 H/S
1970	Pontiac 400"-455" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	950	2000 H/S
1971	Pontiac 400" Eng. & 455" Eng. Std.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	600	2000 H/S
1972	Pontiac 400" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	455" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	A/T	3/8"	13/32"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
1973-74	Pontiac 400" Eng.	S/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	Altitude	A/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	455" Eng.	A/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	Altitude	A/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	Hi. Perf.	A/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
1974	Pontiac 455" Eng.	S/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	H/D Commercial 7044267	S/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
1967	Pontiac Canada 327" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	500	2200 H/S
	396"-427" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	500	2200 H/S
1968	Pontiac Canada 327" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	500	2200 H/S
	396"-427" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	Note 2	2400 H/S
1970	Pontiac Canada 350"-454" Eng.	A/T	3/16"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	Note 2	2400 H/S
	400"-455" Eng.	S/T	3/16"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8"	Fig. 26	Note 2	2400 H/S
1966	Tempest 230" Eng.	All/T	7/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Fig. 26	600	2800 H/S
1967	Tempest Early 230" Eng.	All/T	7/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
	Late 230" Eng.	All/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
	Tempest 400" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
1968	Tempest 250" Eng.	S/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
	All 350"-400" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1968-69	Tempest 400" Eng. Ram Air	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	Carb. No. 7028270-273	S/T	1/4"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
1969	Tempest 250" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
	350"-400"-428" Eng.	S/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
	400" Eng. Ram Air	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
1970	Tempest 400" Eng. Ram Air	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
	400"-455" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	Note 2	2800 H/S
1971	Tempest 400" Eng. & 455" Eng. Std.	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	950	2000 H/S
	455" Eng. Hi Output & w/air ram	All/T	9/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	Center Notch	600	2000 H/S
1972	Tempest/Lemans 400" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	S/T	1/4"	7/16"	3/8"	7/64"	13/64"	5/16"	1/64"	5/8"	1/16	Fig. 26	Note 2	1500 2/S
1973	Tempest 400" Eng.	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	Hi. Perf.	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
1974	Tempest/Lemans 350" Eng.	All/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	400" Eng.	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	Altitude	S/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	13/64"	17/64"	5/16"	1/64"	9/16"	1/32"	Index	Note 2	1500 2/S

Note 1 - 7028240 Change "A" - Float Setting 7/16", Pump 13/32" Outer Hole and All Others - Float Setting 3/8", Pump 9/32" Inner Hole.

Note 2 - Adjust Slow Idle Mixture, Slow and Fast Idle R. P. M. as outlined on Decal in Engine Compartment; Firebird and GTO Ram Air Idle R. P. M. A/T 650 - S/T 1200. Fast Idle 2800.

*Inner Hole Of Pump Lever

**Outer Hole Of Pump Lever

***Fast Idle Cam Adj. Olds.

†Measured at upper edge of choke valve

W - W/O A. I. R. = With and Without Injection Resistor

S/T - Standard Transmission