

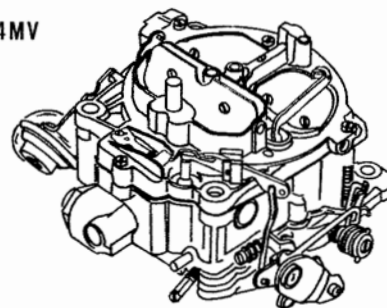
INSTRUCTION SHEET

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 MET-
ERING 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 CON- TROL 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 UNITS (7).)

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL
INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING AD-
JUSTMENTS. 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 POSI-
TIONING 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

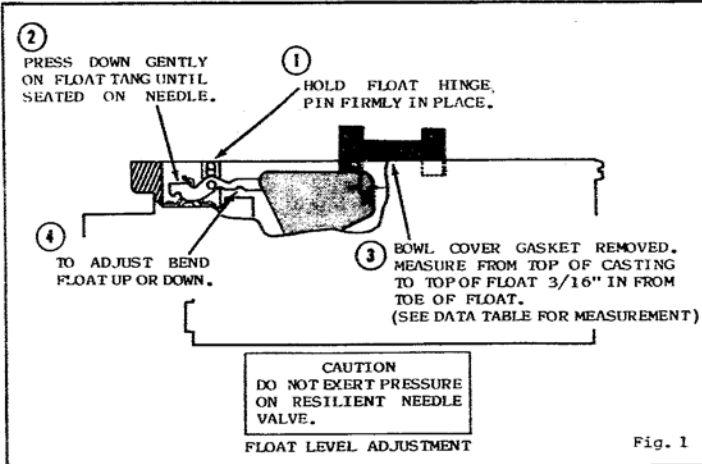


Fig. 1

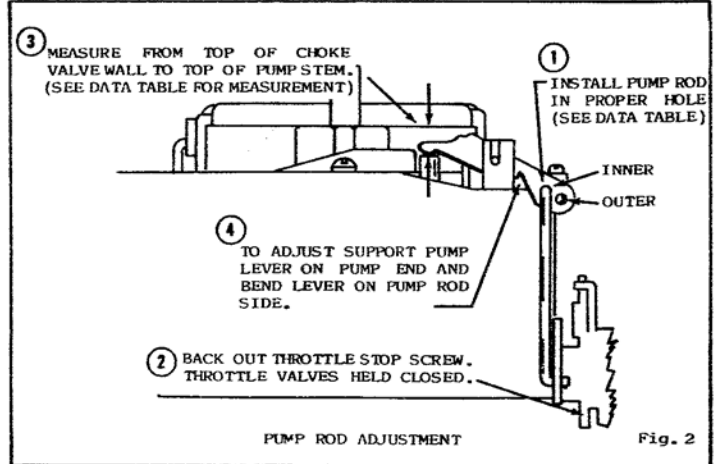


Fig. 2

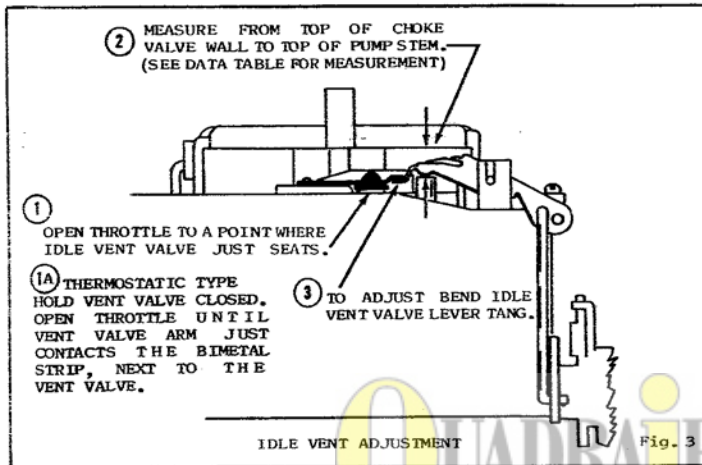


Fig. 3

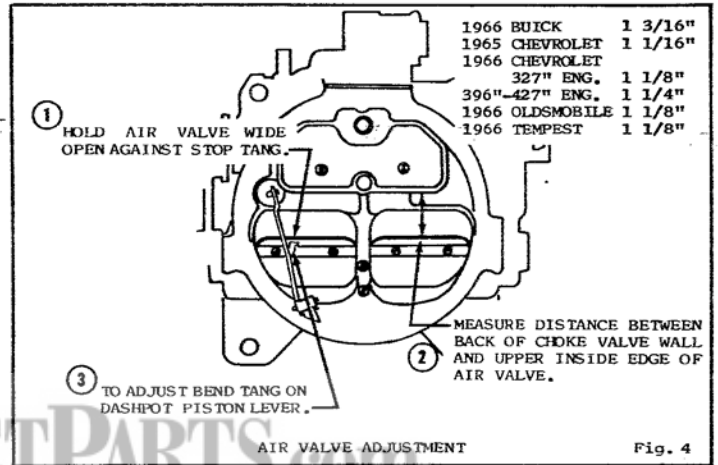


Fig. 4

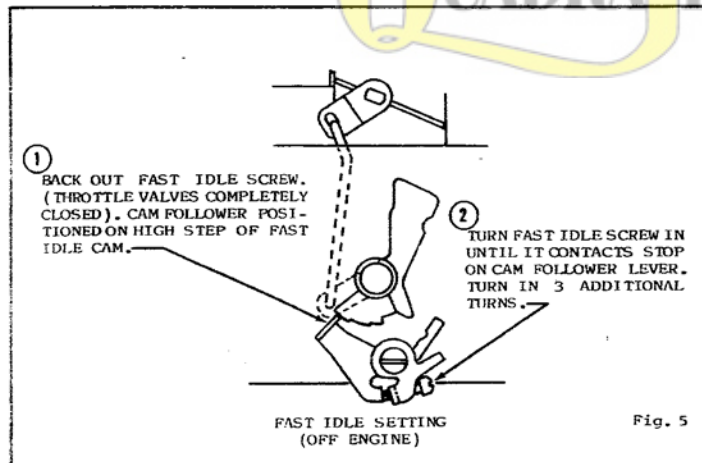


Fig. 5

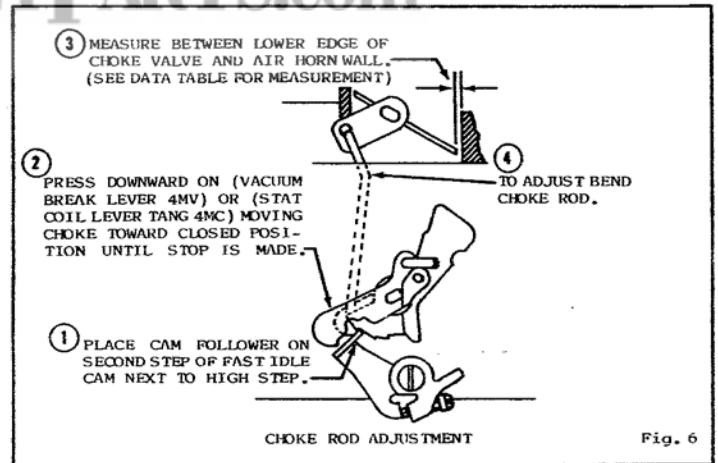


Fig. 6

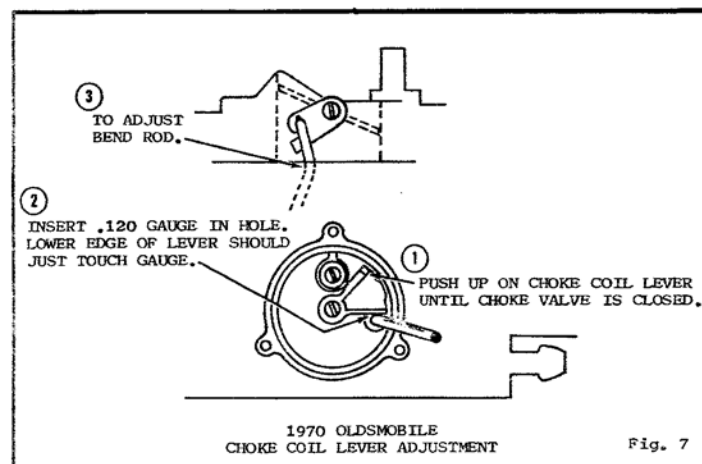


Fig. 7

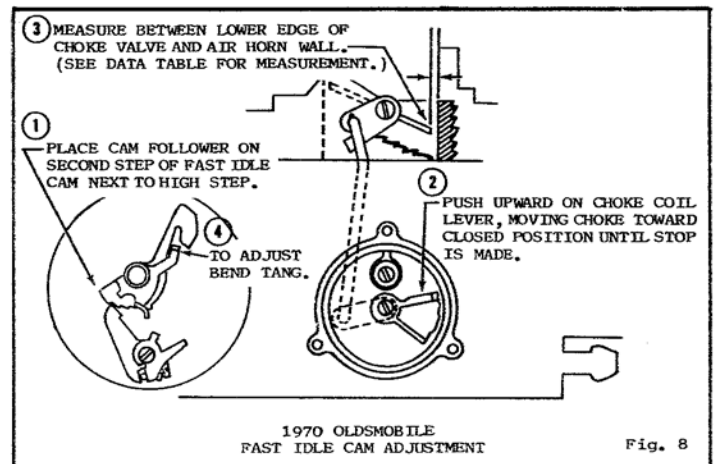
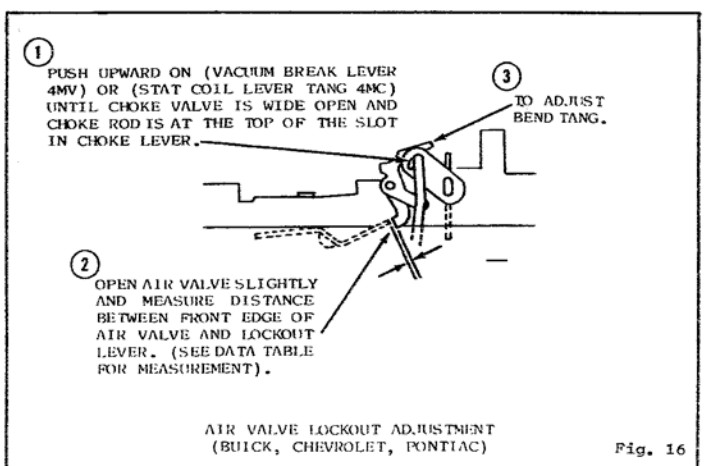
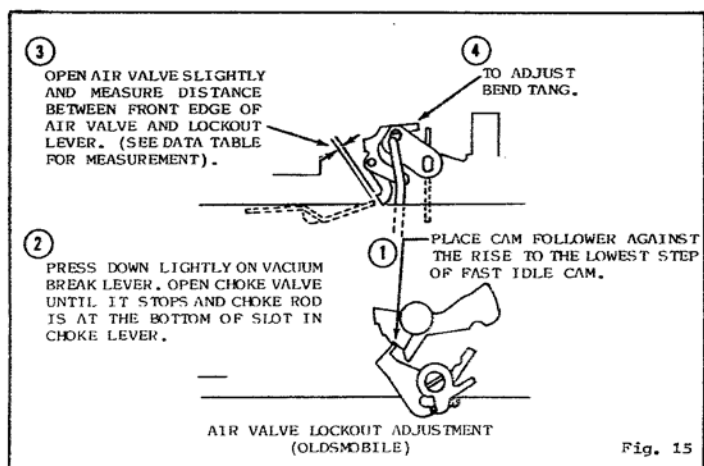
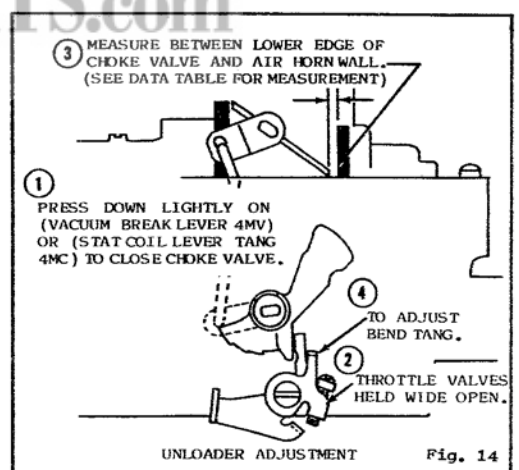
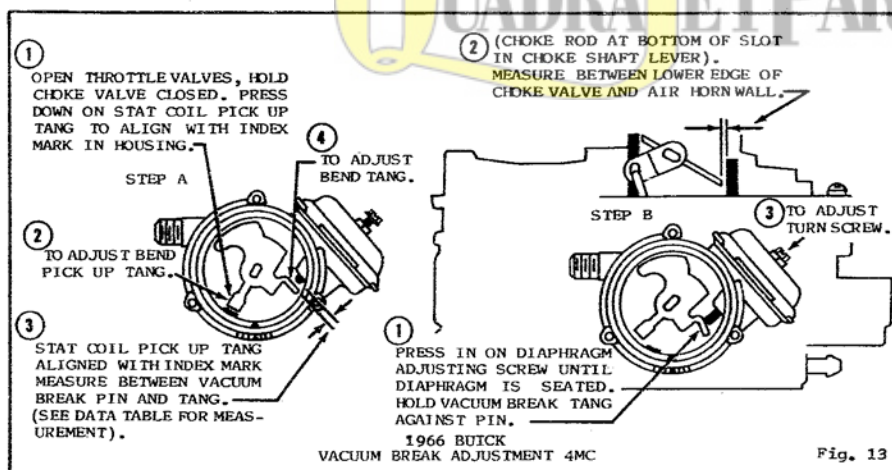
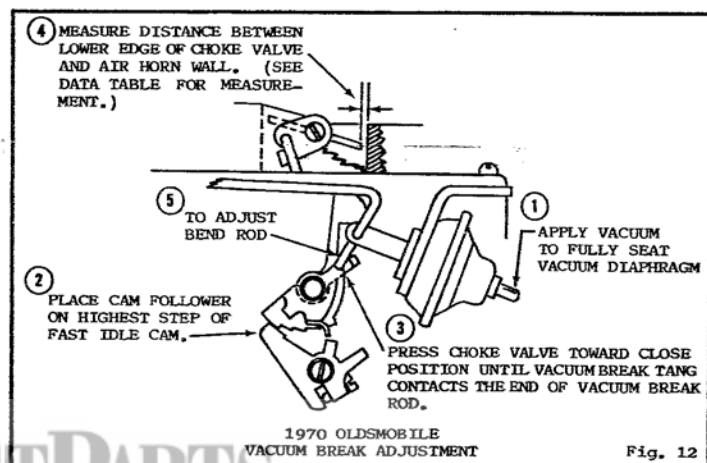
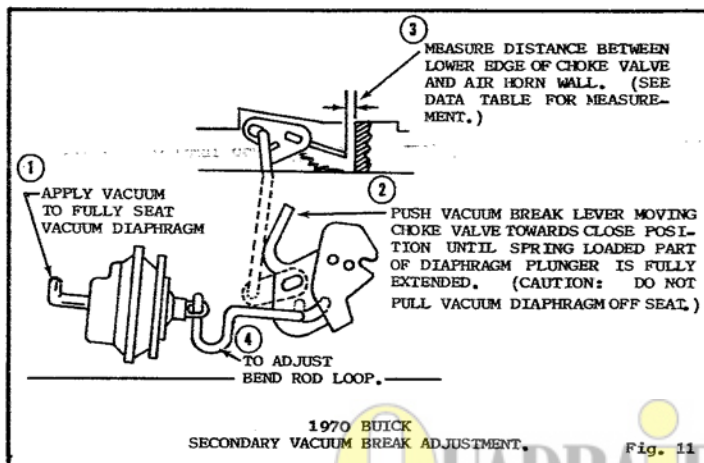
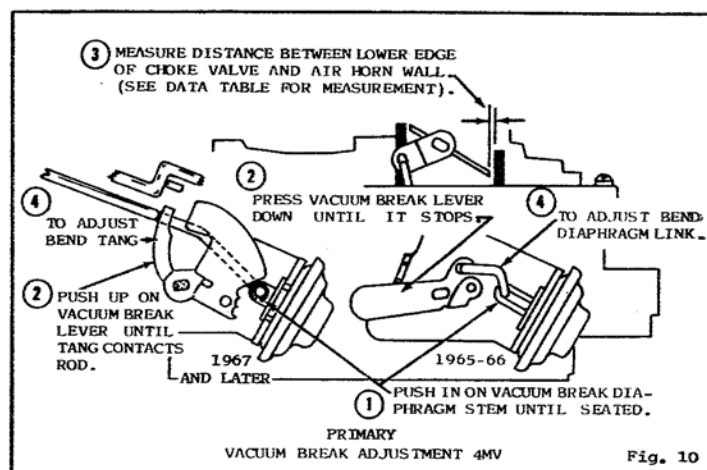
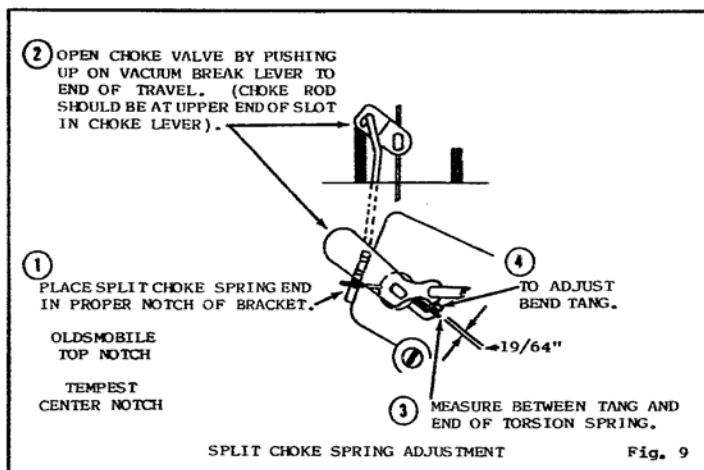
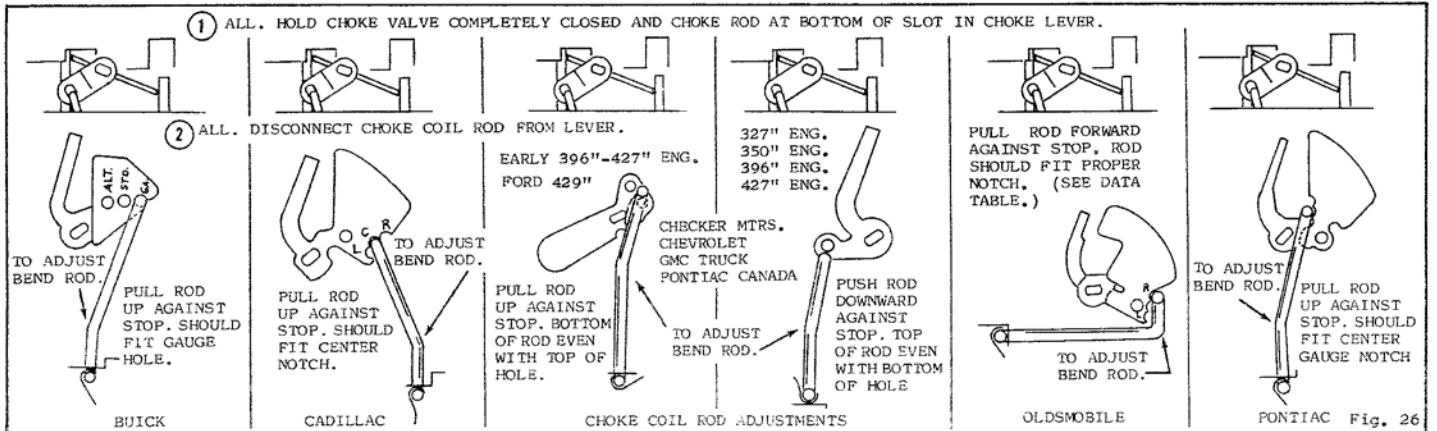
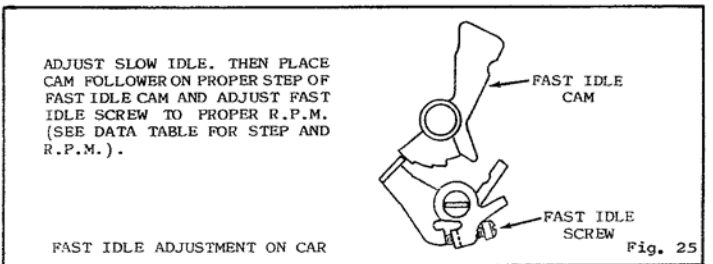
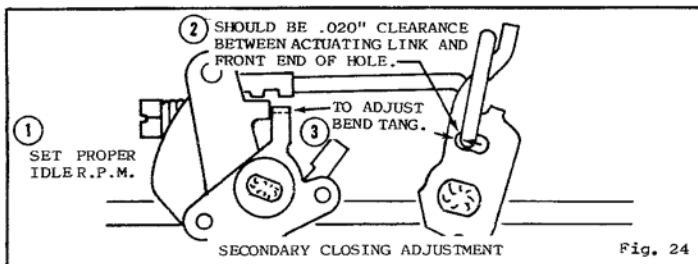
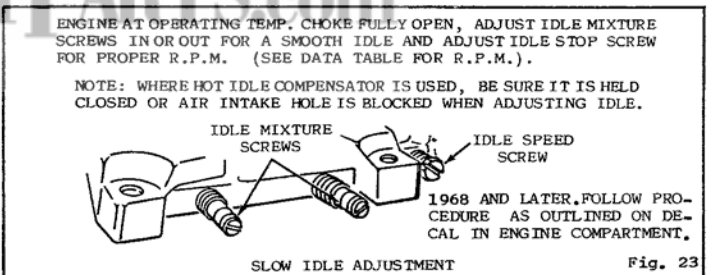
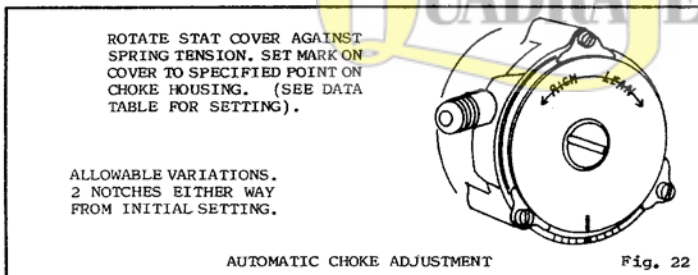
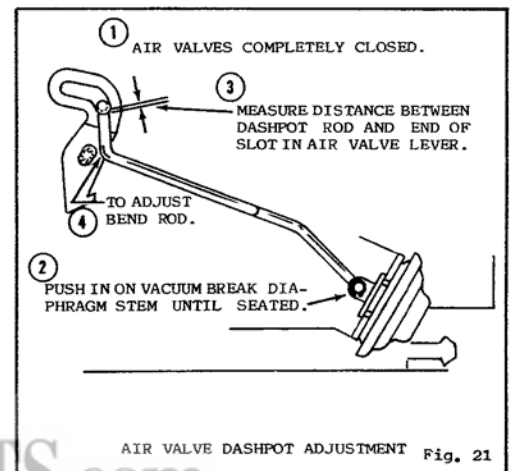
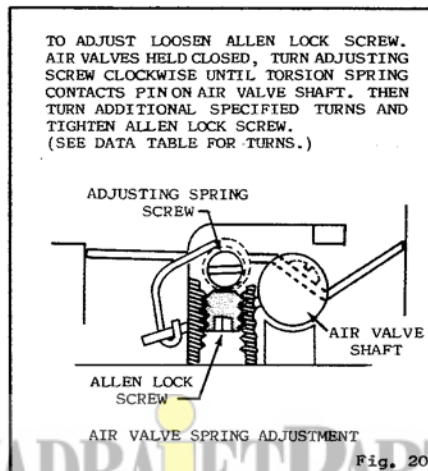
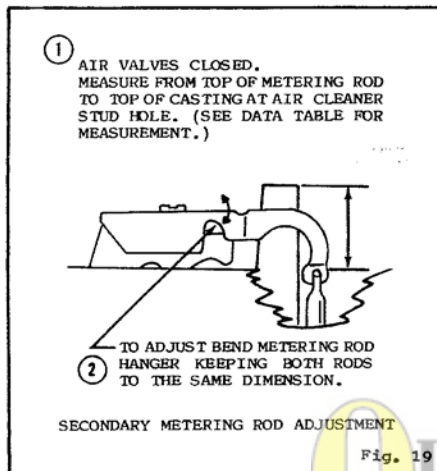
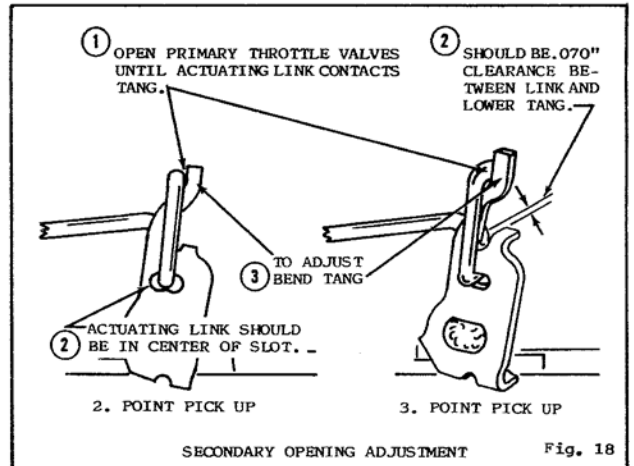
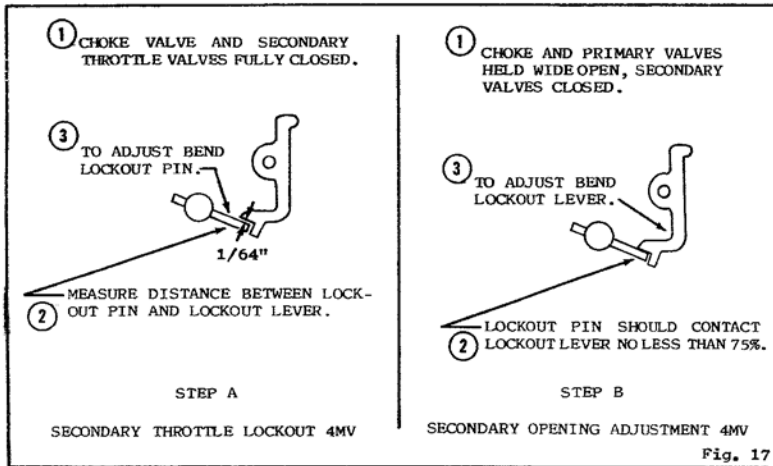


Fig. 8





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
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 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
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	---	620 L/S
	400" 430" Eng.	A/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
	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.	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
1970	Buick 350" Eng.	S/T 3/8"	13/32"	1/2"	9/64"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	Note 2	---	720 L/S
	455" Eng.	A/T 5/16"	13/32"	---	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	---	600	650 L/S
		S/T 5/16"	13/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	700	---	720 L/S
		A/T 3/8"	9/32"	---	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	---	600	650 L/S
		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
		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.	A/T 15/32"	9/32"	---	1/8"	7/64"	21/64"	---	53/64"	1/2	1/32"	Gauge Notch	---	650/500	820 L/S
		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	---	920 L/S
	455" Eng.	A/T 13/32"	---	---	1/8"	7/64"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	700D L/S
		S/T 13/32"	---	---	1/8"	7/64"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2	---	700D L/S
	455" Eng. w/stage 1	A/T 13/32"	---	---	1/8"	7/64"	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"	7/64"	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"	7/64"	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"	1/4"	5/16"	1/64"	27/32"	1/2	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"	1/4"	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	500	2000 H/S
	w/Needle & Seat	S/T 3/16"	9/32"	3/8"	7/64"	1/4"	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"	1/4"	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"	1/4"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	---	---	2400 H/S
1969	Camaro 350" Eng.	A/T 7/32"	5/16"	3/8"	7/64"	3/32"	3/16"	---	27/32"	7/16	1/64"	Fig. 26	700	600	2400 H/S
	396" Eng.	S/T 7/32"	5/16"	3/8"	7/64"	3/32"	3/16"	---	27/32"	13/16	1/64"	Fig. 26	800	600	2400 H/S
		A/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	---	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"	9/32"	29/64"	---	---	(7/16 350" Eng.)	1/64"	Fig. 26	700	600	1500 2/S
		S/T 1/4"	5/16"	---	7/64"	9/32"	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"	9/32"	29/64"	---	---	---	1/64"	Fig. 26	600	---	1350 2/S
		S/T 1/4"	---	---	7/64"	9/32"	29/64"	---	---	---	1/64"	Fig. 26	---	---	A/T 1600 H/S
1973	Camaro 350" Eng. Hi Perf.	A/T 1/4"	---	---	7/16"	7/32"	29/64"	1/64"	---	1	---	Fig. 26	Note 2	---	A/T 1300 H/S
	454" Eng.	A/T 1/4"	---	---	7/16"	7/32"	29/64"	1/64"	---	11/16	---	Fig. 26	Note 2	---	A/T 1600 H/S
		A/T 1/4"	---	---	7/16"	7/32"	29/64"	1/64"	---	---	---	Fig. 26	Note 2	---	A/T 1300 H/S
1974	Camaro 350" Eng.	A/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	7/8 (1. Hi. Perf.)	1/64"	Gauge Notch	Note 2	---	A/T 1600 H/S
		A/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	---	---	Gauge Notch	Note 2	---	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"	1/64"	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"	17/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	---	---	2400 H/S
1972	Checker Motors 350" Eng.	A/T 3/16"	---	---	7/64"	7/32"	29/64"	---	---	---	1/64"	Fig. 26	Note 2	---	1500 2/S
1973	Checker Motors 350" Eng.	A/T 1/4"	---	---	7/16"	1/4"	29/64"	1/64"	---	1/2	---	Fig. 26	Note 2	---	1800 H/S
1974	Checker Motors 350" Eng.	A/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	7/8	1/64"	Gauge Notch	Note 2	---	1800 H/S
1967	Chevella 327" Eng. 350														

	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" 3/32"	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	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"	19/64" 19/64" 19/64"	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	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"	19/64" 29/64"	1/64" 1/64"	27/32" 27/32"	7/8 13/16	1/64" 1/64"	Fig. 26 Fig. 26	700	2400 H/S 2400 H/S
1670	Chevelle 350"-396"-400"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	29/64"	1/64"	(7/16 350" Eng.) (13/16 all/others)	13/16	1/64"	Fig. 26	800	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"	29/64" 17/64"	1/64" 1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	700	1500 2/S 1500 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"	13/16 13/16	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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	1/2 11/16	1/64" 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 S/T	3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/32" 1/8"	21/64" 21/64"	1/64" 1/64"	27/32" 27/32"	1 1	1/64" 1/64"	Fig. 26 Fig. 26	500	2000 H/S 2000 H/S
1666	Chevrolet 327" Eng. & w/A.I.R. 396"-427" Eng. & w/A.I.R.	A/T S/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 7/64"	9/32" 9/32"	1/64" 1/64"	53/64" 53/64"	1 1	1/64" 1/64"	Fig. 26 Fig. 26	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	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/T	3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/32" 3/32"	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	2000 H/S 2000 H/S
1668	Chevrolet 327"-350" Eng.	All S/T S/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 7/64"	17/64" 19/64"	1/64" 1/64"	27/32" 27/32"	3/8 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 S/T	3/16" 3/16"	9/32" 9/32"	3/8" 3/8"	5/32" 3/32"	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
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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 Fig. 26	700	2400 H/S 2400 H/S
1670	Chevrolet 350"-400"-454" Eng.	A/T S/T	1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/64" 7/64"	29/64" 29/64"	1/64" 1/64"	(7/16 350" Eng.) (13/16 all/others)	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	800	2400 H/S 1800 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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	700	1500 2/S 1350 2/S
1672	Chevrolet 402"-454" Eng.	All/T	1/4"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Notch Lever	600/450	1500 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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	1/2 11/16	1/64" 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 S/T1300 H/S 1600
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" 3/32"	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	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" 7/64"	17/64" 19/64"	1/64" 1/64"	27/32" 27/32"	3/8 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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 Fig. 26	700	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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	800	2400 H/S 1800 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"	17/64" 19/64" 19/64"	1/64" 1/64" 1/64"	27/32" 27/32" 27/32"	3/8 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
1669	Corvette 350" Eng. 350" Eng. Hi. Perf. 427" Eng. Hi. Perf.	A/T S/T A/T	9/32" 7/32" 3/16"	9/32" 5/16" 5/16"	3/8" 3/8" 3/8"	3/32" 3/32" 3/32"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	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	2400 H/S 2400 H/S 2400 H/S
1670	Corvette 350" Eng.	A/T	1/4"	5/16"	3/8"	3/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1671	Corvette 350"-454" Eng.	All/T	1/4"	5/16"	3/8"	7/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	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"	13/16 13/16	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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	1 11/16	1/64" 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" 1/64"	Gauge Notch Gauge Notch	Note 2 Note 2	A/T1600 H/S S/T1300 H/S
1668	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	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
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	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" 7/64"	1/4" 1/4"	29/64" 29/64"	(7/16 350" Eng.) (13/16 400" Eng.)	1/64" 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"	29/64" 29/64"	1/64" 1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 Fig. 26	Note 2	1500 2/S 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"	29/64" 29/64" 29/64" 29/64"	1/64" 1/64" 1/64" 1/64"	27/32" 27/32" 27/32" 27/32"	13/16 13/16 13/16 13/16	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/T1500 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" 7/16" 7/16"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	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"	7/8" 7/8" 7/8" 7/8"	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"	7/8" 7/8" 7/8" 7/8"	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 3/8 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"	5/8" 5/8"	5/32" 5/32"	3/16" 3/16"	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"	19/64" 19/64" 19/64" 19/64" 19/64" 19/64"	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"	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	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"	19/64" 19/64" 19/64"	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"	19/64" 19/64" 19/64" 19/64"	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"	7/8" 7/8" 7/8"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	7/8 7/8 7/8	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"	7/8" 7/8" 7/8"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64" 1/64" 1/64"	7/8 7/8 7/8	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"	7/8 7/8	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"	7/8 7/8	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"	7/8 7/8 7/8	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"	7/8" 7/8"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/8 7/8	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"	7/8" 7/8"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/8 7/8	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"	7/8" 7/8"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/8 7/8	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"	7/8" 7/8"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/8 7/8	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
1974	Nova 350" Eng.	A/T 1/4" 1/4"	5/16" 5/16"	3/8" 3/8"	7/8" 7/8"	1/4" 1/4"	29/64" 29/64"	1/64" 1/64"	7/8 7/8	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
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"	Fig. 26 Fig. 26	Note 2 Note 2	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"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	700 L/S 700 L/S 700 L/S 700 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"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	700 L/S 700 L/S 700 L/S 700 L/S
1969	Oldsmobile 350" Eng. 350" Eng. w/W31 400" Eng. w/W30 400" Eng. w/W30 400" Eng. w/W30	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"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	700 L/S 700 L/S 700 L/S 700 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"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	700 L/S 700 L/S 700 L/S 700 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" A/I/T 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"	9/64" 9/64" 15/64" 11/64"	7/32" 7/32" 9/32" 13/64"	13/64" 13/64" 13/64" 13/64"	1/64" 1/64" 1/32" 1/32"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Center Notch Center Notch Center Notch Center Notch	750 750 750 750	600 600 600 600	1050 L/S 1050 L/S 1050 L/S 1050 L/S
1972	Tornado 455" Eng. Oldsmobile 350" Eng. 455" Eng. 4-4-2 455" Eng.	A/I/T 1/4" A/I/T 1/4" A/I/T 1/4" A/I/T 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	9/64" 15/64" 15/64" 15/64"	7/32" 7/32" 9/32" 9/32"	13/64" 13/64" 13/64" 13/64"	1/32" 1/32" 1/32" 1/32"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Index Index Index Index	Note 2 Note 2 Note 2 Note 2	1100 L/S 1100 L/S 1100 L/S 1100 L/S	1050 L/S 1050 L/S 1050 L/S 1050 L/S
1973-74	Oldsmobile 350" Eng. 455" Eng. 455" Eng. Commercial 455" Eng. Hi. Perf. Calif.	A/I/T 1/4" A/I/T 1/4" A/I/T 1/4" A/I/T 1/4"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	9/64" 15/64" 15/64" 15/64"	7/32" 7/32" 9/32" 9/32"	13/64" 13/64" 13/64" 13/64"	1/32" 1/32" 1/32" 1/32"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Index Index Index Index	Note 2 Note 2 Note 2 Note 2	1000 L/S 1000 L/S 1000 L/S 1000 L/S	1000-P 1000-P 1000-P 1000-P
1967	Pontiac 400"-428" Eng. & w/A.I.R. & w/A. I. R.	A/T 3/16" S/T 3/16"	9/32" 9/32"	3/8" 3/8"	3/64" 3/64"	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	600 600	2500 H/S 2500 H/S
1968	Pontiac 400"-428" Eng.	A/T 1/4" S/T 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	15/64" 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 Note 2	2500 H/S 2500 H/S
1969	Pontiac 350"-400"-428" Eng.	A/I/T 9/32" A/I/T 9/32"	9/32" 9/32"	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	1000 950	2300 H/S 2000 H/S
1970	Pontiac 400"-455" Eng.	A/I/T 9/32" A/I/T 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 7/64"	13/32" 13/32"	15/64" 15/64"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Center Notch Center Notch	950 700	2000 H/S 1500 2/S
1971	Pontiac 400" Eng. & 455" Eng. Std. A/I/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	15/64" 15/64"	15/64" 15/64"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Center Notch Center Notch	Note 2 Note 2	1600 2/S 1500 2/S
1972	Pontiac 400" Eng. 455" Eng. 455" Eng. Hi. Perf.	A/T 3/8" S/T 1/4" A/T 3/8" S/T 1/4"	13/32" 13/32" 13/32" 13/32"	3/8" 3/8" 3/8" 3/8"	7/64" 7/64" 7/64" 7/64"	13/32" 13/32" 13/32" 13/32"	15/64" 15/64" 15/64" 15/64"	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"	Fig. 26 Fig. 26 Fig. 26 Fig. 26	Note 2 Note 2 Note 2 Note 2	1600 2/S 1500 2/S 1500 2/S 1500 2/S
1973-74	Pontiac 400" Eng. Altitude 455" Eng. Altitude Hi. Perf.	A/T 13/32" A/T 13/32" A/T 13/32" A/T 13/32"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	13/64" 13/64" 13/64" 13/64"	17/64" 17/64" 17/64" 17/64"	5/16" 5/16" 5/16" 5/16"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Index Index Index Index	Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S 1500 2/S
1967	Pontiac Canada 327" Eng. 396"-427" Eng.	A/T 9/32" S/T 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 3/32"	5/32" 5/32"	17/64" 19/64"	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
1968	Pontiac Canada 327" Eng. 396"-427" Eng.	A/T 9/32" S/T 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 3/32"	5/32" 5/32"	17/64" 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	Pontiac Canada 350"-454" Eng. 400"-455" Eng.	A/T 9/32" A/I/T 9/32"	9/32" 9/32"	3/8" 3/8"	7/64" 3/32"	5/32" 5/32"	17/64" 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 1800 H/S
1966	Tempest 230" Eng.	A/I/T 7/32" A/I/T 7/32"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	9/64" 9/64"	5/16" 21/64"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Center Notch Center Notch	600 600	2500 H/S 2500 H/S
1967	Tempest Early 230" Eng. Late 230" Eng. Tempest 400" Eng.	A/I/T 7/32" A/I/T 7/32" A/T 3/16"	9/32" 9/32" 9/32"	3/8" 3/8" 3/8"	5/64" 5/64" 3/64"	1/4" 1/4" 5/32"	21/64" 21/64" 21/64"	1/64" 1/64" 1/64"	53/64" 53/64" 53/64"	1/2" 1/2" 1/2"	1/32" 1/32" 1/32"	Center Notch Center Notch Center Notch	600 600 600	2500 H/S 2500 H/S 2500 H/S
1968	Tempest 250" Eng. Alt 350"-400" Eng.	A/I/T 5/16" A/T 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 Note 2	2500 H/S 2500 H/S
1968-69	Tempest 400" Eng. Ram Air Carb. No. 7028270-273	A/T 1/4" S/T 1/4"	9/32" 9/32"	3/8" 3/8"	3/32" 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 Note 2	2500 H/S 2500 H/S
1969	Tempest 250" Eng. 350"-400"-428" Eng.	A/I/T 5/16" A/I/T 5/16"	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 Note 2	2500 H/S 2500 H/S
1970	Tempest 400" Eng. Ram Air 400"-455" Eng.	A/I/T 9/32" A/I/T 9/32"	9/32" 9/32"	3/8" 3/8"	3/32" 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 Note 2	2500 H/S 2500 H/S
1971	Tempest 400" Eng. & 455" Eng. Std. A/I/T 455" Eng. Hi Output w/air ram A/I/T	9/32" 9/32"	9/32" 9/32"	3/8" 3/8"	3/32" 3/32"	15/64" 15/64"	1/64" 1/64"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Center Notch Center Notch	1050 950	2500 H/S 2000 H/S
1972	Tempest/Lemans 400" Eng.	A/T 3/8" S/T 1/4"	13/32" 13/32"	3/8" 3/8"	7/64" 3/64"	13/32" 21/64"	5/16" 5/16"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1972	Tempest/Lemans 455" Eng. 455" Eng. Hi. Perf.	A/T 3/8" A/T 1/4"	13/32" 13/32"	3/8" 3/8"	7/64" 7/64"	13/32" 21/64"	5/16" 5/16"	1/64" 1/64"	53/64" 53/64"	1/2" 1/2"	1/32" 1/32"	Fig. 26 Fig. 26	Note 2 Note 2	1500 2/S 1500 2/S
1973	Tempest 400" Eng. Altitude 455" Eng. Altitude Hi. Perf.	A/T 13/32" A/T 13/32" A/T 13/32" A/T 13/32"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	13/64" 13/64" 13/64" 13/64"	17/64" 17/64" 17/64" 17/64"	5/16" 5/16" 5/16" 5/16"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Index Index Index Index	Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 1500 2/S
1974	Tempest/Lemans 350" Eng. 400" Eng. Altitude 455" Eng. Altitude	A/I/T 13/32" A/T 13/32" A/T 13/32" A/T 13/32"	9/32" 9/32" 9/32" 9/32"	3/8" 3/8" 3/8" 3/8"	13/64" 13/64" 13/64" 13/64"	17/64" 17/64" 17/64" 17/64"	5/16" 5/16" 5/16" 5/16"	1/64" 1/64" 1/64" 1/64"	53/64" 53/64" 53/64" 53/64"	1/2" 1/2" 1/2" 1/2"	1/32" 1/32" 1/32" 1/32"	Index Index Index Index	Note 2 Note 2 Note 2 Note 2	1500 2/S 1500 2/S 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

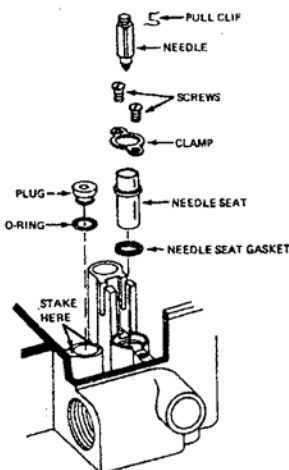
3/S = Third Step

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".