

INSTRUCTION SHEET

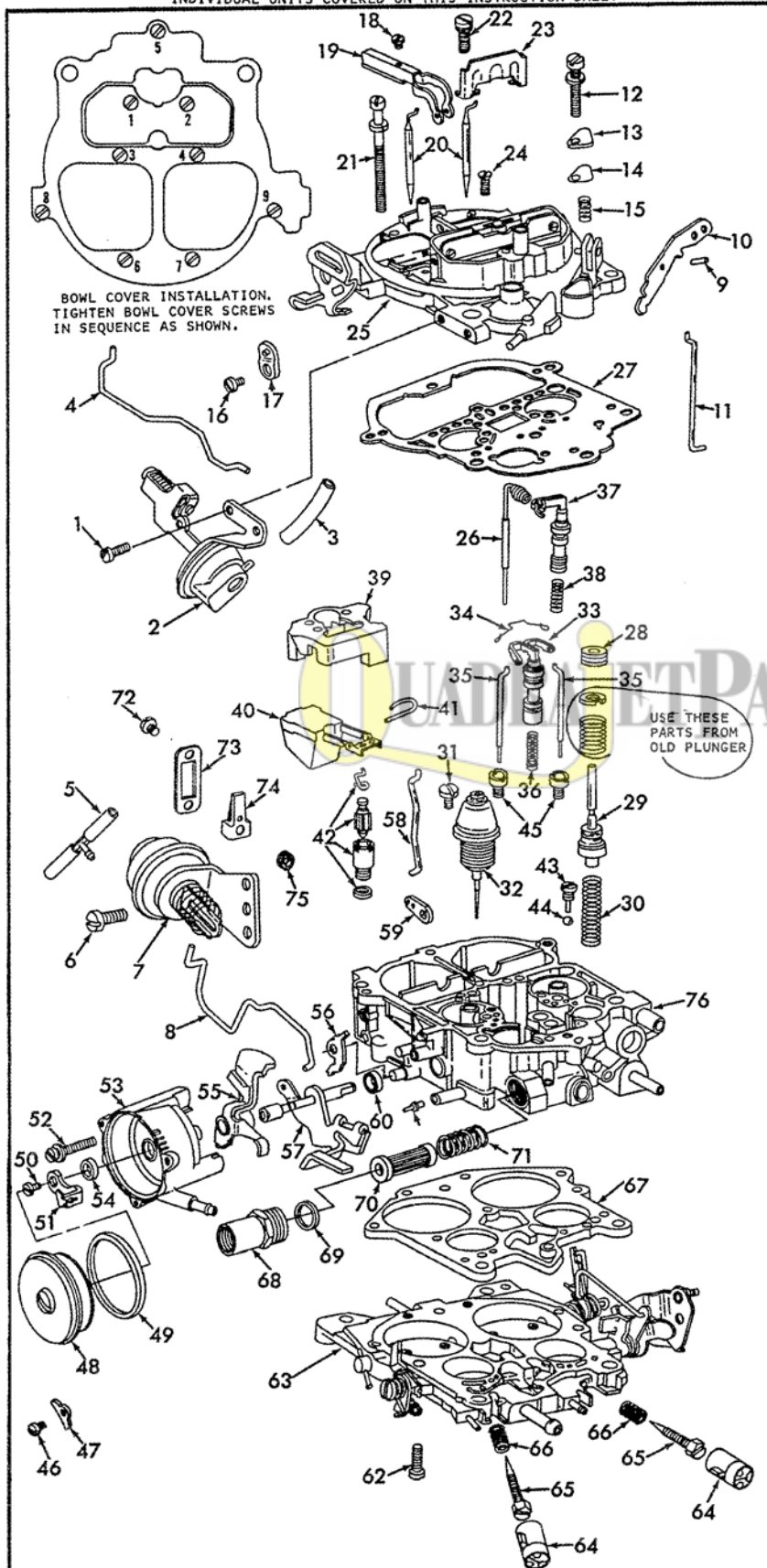
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER MODELS M4MC, M4MCA, M4MEA

50-505-3

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: PUMP LEVER PIN (9) CAN BE DRIVEN IN UNTIL IT RELEASES PUMP LEVER (10). BOWL COVER SCREWS (24) ARE LOCATED INSIDE OF THE AIR HORN. ON MODELS WITH AUXILIARY METERING ROD (26), PUSH TOP OF ROD TO ONE SIDE TO UNHOOK IT FROM ITS HOLDER BEFORE REMOVING BOWL COVER GASKET (27). ANEROID OR FILLER SPOOL METERING ROD ASSY. (32) IS FRAGILE AND SHOULD BE HANDLED GENTLY. THE UNITS ARE FACTORY-ADJUSTED AND EXTREMELY CRITICAL. NO ADJUSTMENT SHOULD BE ATTEMPTED. REPLACED WITH A SPACER ON 1976 MODELS. POWER PISTON ASSYS. (33)(37) CAN BE REMOVED BY CAREFULLY PRYING OUT OR BY BOUNCING PISTON. CAUTION: ON MODELS USING A MAIN AND AUXILIARY POWER PISTON, BE SURE AND MARK POWER PISTON SPRINGS (36)(38) AS THEY ARE REMOVED. THEY ARE NOT INTERCHANGEABLE. PRIMARY MAIN JETS (45) ARE THE ONLY JETS REMOVABLE. IDLE LIMITER CAPS (64) CAN CAREFULLY BE REMOVED BY CUTTING OFF WITH PLIERS. NO REPLACEMENT CAPS ARE NECESSARY AS A BARE MIXTURE NEEDLE IS SUFFICIENT TO INDICATE THAT THE MIXTURE HAS BEEN READJUSTED. BEFORE REMOVING IDLE ADJUSTING NEEDLES (65) TURN EACH NEEDLE IN AND COUNT THE NUMBER OF TURNS IT TAKES TO SEAT EACH NEEDLE (RECORD). 1976 MODELS HAVE A.P.T. ADJUSTMENT SCREW LOCATED DIRECTLY IN FRONT OF POWER PISTON. NO ATTEMPT SHOULD BE MADE TO READJUST. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2)-FRONT VACUUM BREAK	*38. SPRING-AUX. POWER PISTON
2. FRONT VACUUM BREAK ASSY.	39. INSERT - FLOAT BOWL
3. HOSE-FRONT VAC. BREAK UNIT	40. FLOAT & LEVER ASSY.
4. CONNECTING ROD-FRONT VAC. BREAK	41. HINGE PIN - FLOAT
5. HOSE-REAR VAC. BREAK	42. NEEDLE, SEAT, & GASKET ASSY.
6. SCREW (2)-REAR VAC. BREAK	43. PLUG-PUMP DISC. BALL
7. REAR VACUUM BREAK ASSY.	44. BALL - PUMP DISC.
8. CONNECTING ROD-REAR VAC. BREAK	45. JET (2) - PRIMARY MAIN
9. PIN-PUMP LEVER	46. SCREW (3)-CHOKE COVER RETAINER
10. LEVER - PUMP	47. RETAINER (3)-CHOKE COVER
11. ROD - PUMP	48. CHOKE COVER ASSY.
12. SCREW & LOCKWASHER - VENT COVER	49. GASKET - CHOKE COVER
*13. COVER - VENT VALVE	50. SCREW - STAT COIL LEVER
*14. GASKET - COVER	51. LEVER - STAT COIL
*15. SPRING - VENT VALVE	52. SCREW & WASHER-CHOKE HOUSING
16. SCREW - CHOKE LEVER	53. CHOKE HOUSING
17. LEVER - CHOKE SHAFT	54. SEAL-CHOKE HOUSING
18. SCREW-SEC. METERING ROD HOLDER	55. CAM - FAST IDLE
19. HOLDER-SEC. METERING RODS	56. CAM - SECONDARY LOCKOUT
20. METERING ROD (2)-SECONDARY	57. SHAFT ASSY.-INTERMEDIATE CHOKE
21. SCREW & LOCKWASHER (2)-BOWL COVER (LONG)	58. ROD - CHOKE
22. SCREW & LOCKWASHER (4)-BOWL COVER	59. LEVER-INTERMEDIATE CHOKE
*23. BAFFLE - AIR	60. SEAL-INTERMEDIATE CHOKE SHAFT
24. SCREW (2) - BOWL COVER (TAPERED HEAD)	61. TUBE - VACUUM PASSAGE
25. BOWL COVER ASSY.	62. SCREW & LOCKWASHER (2) - THROTTLE BODY
*26. METERING ROD (1) - AUXILIARY	63. THROTTLE BODY ASSY.
27. GASKET - BOWL COVER	64. CAP (2) - IDLE LIMITER
*28. SPACER - PUMP STEM	65. NEEDLE (2)-IDLE ADJUSTING
29. PUMP ASSY.	66. SPRING (2) - IDLE ADJ. NEEDLE
30. SPRING - PUMP RETURN	67. GASKET - THROTTLE BODY
31. SCREW (2)-ANEROID ASSY.	68. FILTER NUT-FUEL INLET
32. ANEROID ASSY.(SPACER 1976)	69. GASKET-FILTER NUT
33. POWER PISTON ASSY.-MAIN	70. FILTER - FUEL
34. SPRING - METERING ROD	71. SPRING - FUEL FILTER
35. METERING ROD (2)-MAIN	*72. SCREW (2) - COVER
36. SPRING-MAIN PISTON ASSY.	*73. COVER - IDLE COMPENSATOR
*37. POWER PISTON ASSY. - AUXILIARY	*74. IDLE COMPENSATOR ASSY.
	*75. GASKET - IDLE COMPENSATOR
	76. FLOAT BOWL ASSY.

* ITEMS NOT NORMALLY FOUND ON ALL MODELS.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. 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 FILLER SPOOL OR ANEROID ASSY. (32), FLOAT (40), DIAPHRAGM UNITS (2) (7), OR PARTS MADE OF RUBBER OR PLASTIC IN CLEANING SOLVENTS. DO NOT SAND, WIRE BRUSH, OR FILE ON TEFLON-COATED PARTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS SEE NEXT PAGE.

ADJUSTMENTS

SPECIAL INSTRUCTIONS

FUEL FILTER NUT & GASKET (68) (69)- INSTALL AND TIGHTEN SECURELY (18 FT. LBS.). DO NOT OVER-TIGHTEN.

IDLE ADJUSTING NEEDLES (65)- TURN EACH NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT THE NUMBER OF TURNS COUNTED AT DISASSEMBLY (ALTERNATE 3-4 TURNS OUT).

SEALS, INTERMEDIATE CHOKE SHAFT (60) (54)- SEAL (60) INSTALL WITH LIP FACING OUT. SEAL (54) INSTALL WITH LIP FACING IN.

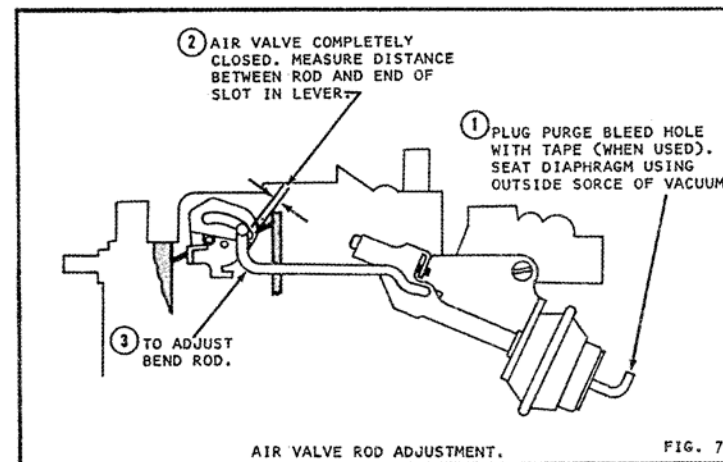
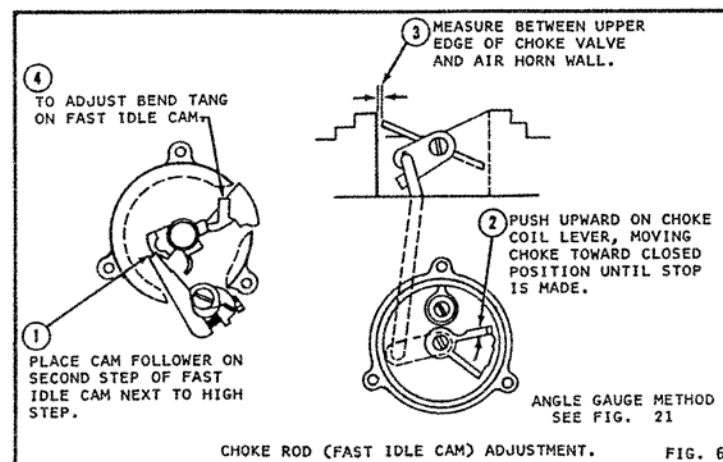
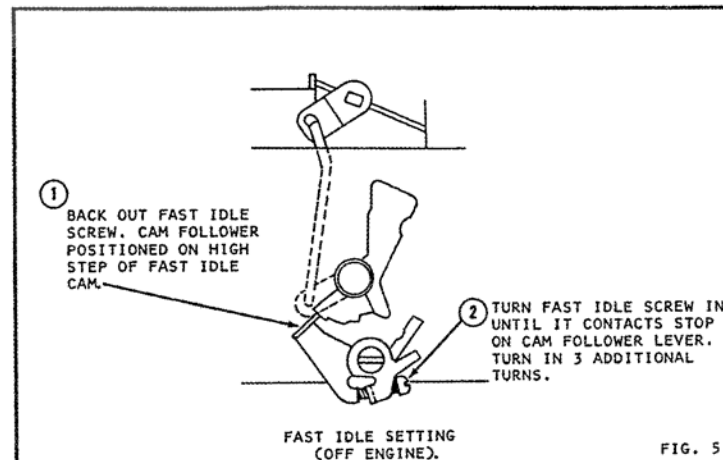
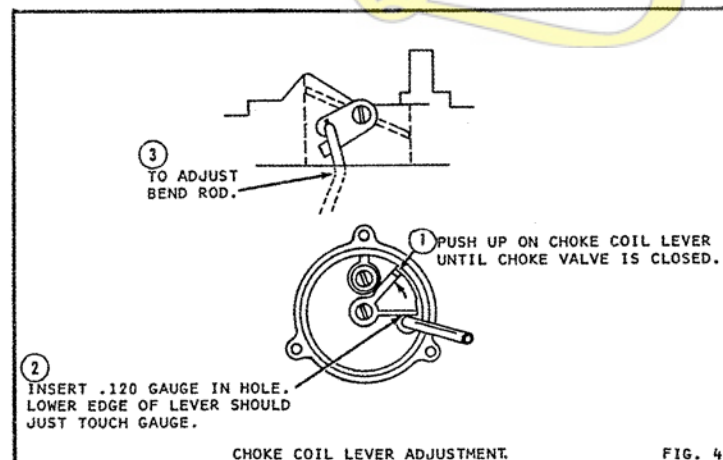
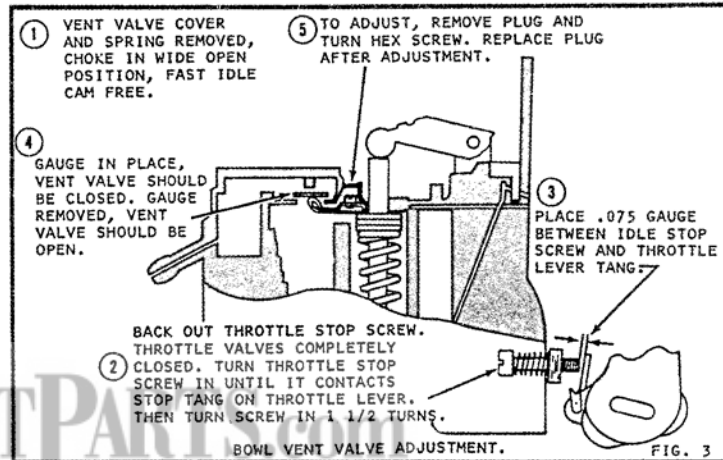
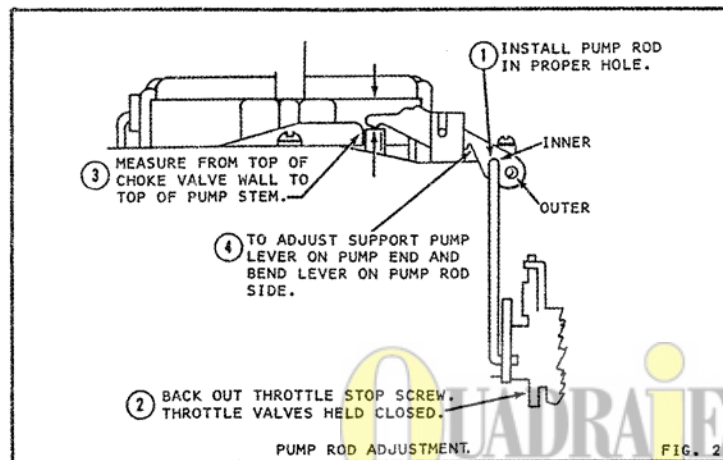
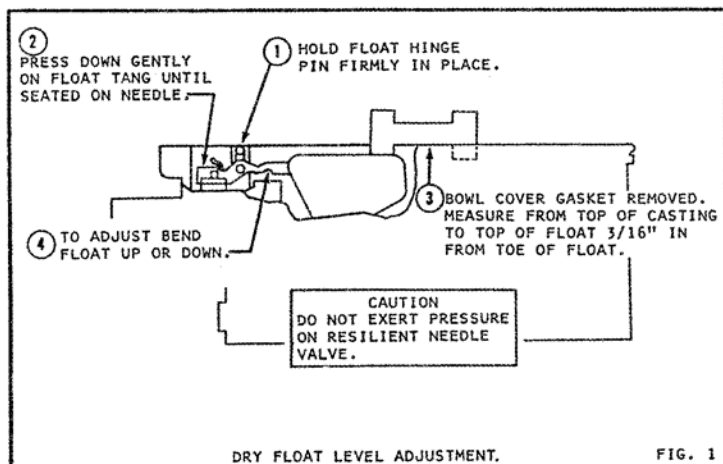
CHOKE COVER ASSY. (48)- DO NOT INSTALL COVER UNTIL CHOKE LINKAGE ADJUSTMENTS ARE MADE. CAUTION: ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (49) BETWEEN THE ELECTRIC CHOKE ASSY. AND HOUSING

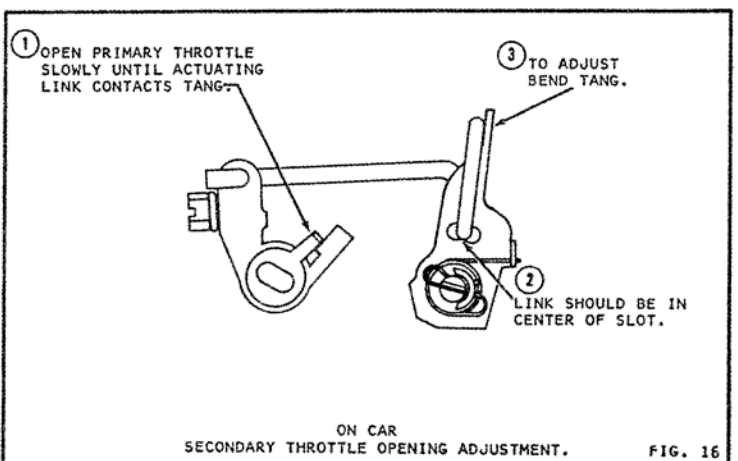
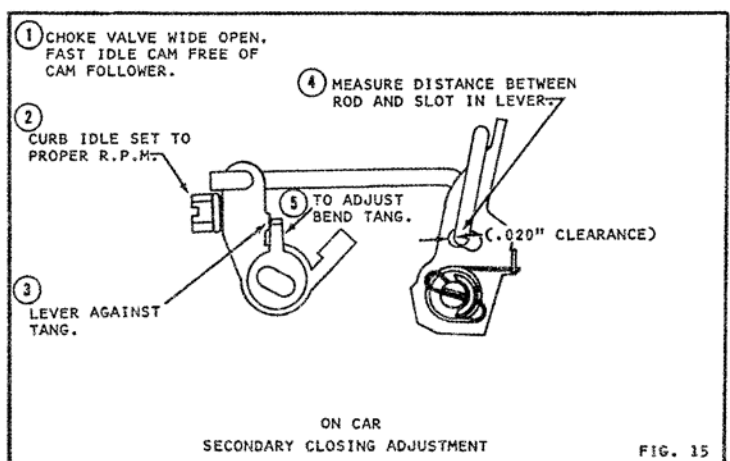
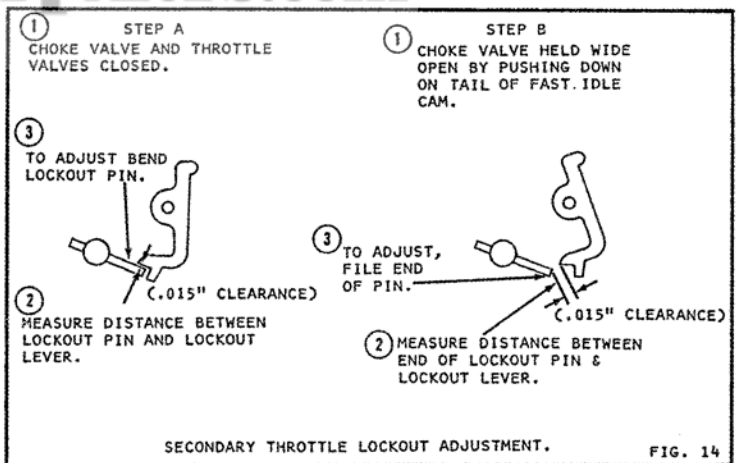
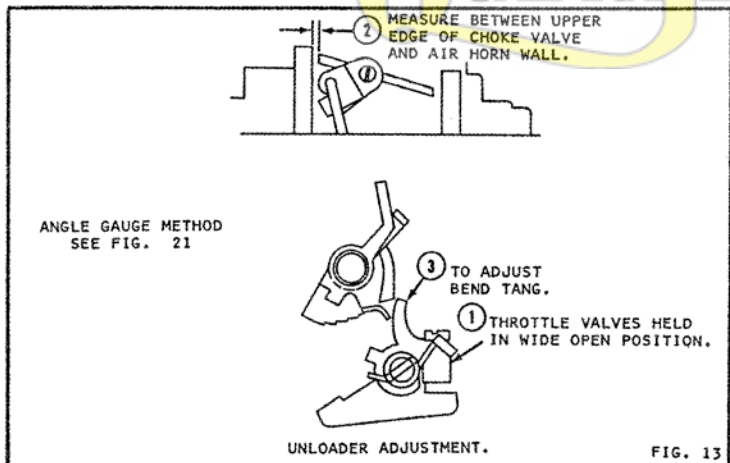
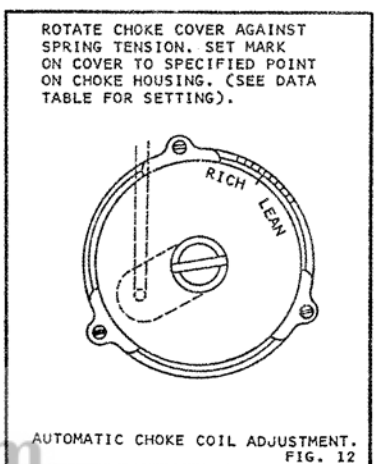
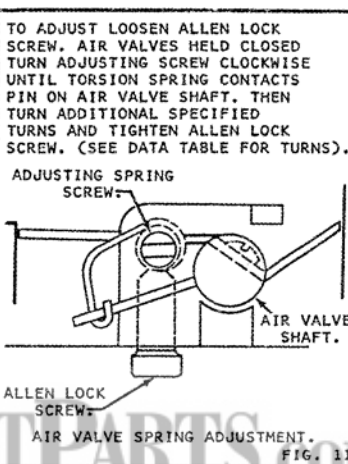
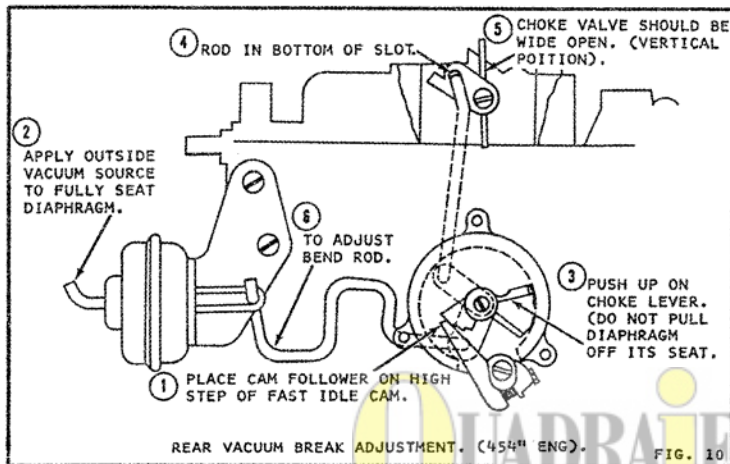
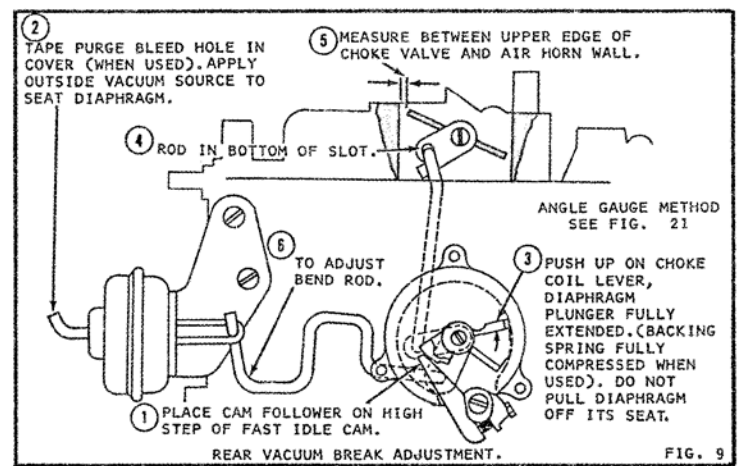
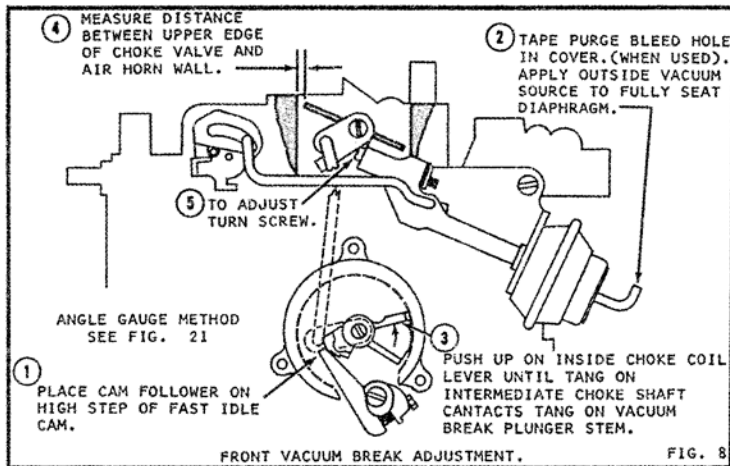
FLOAT INSTALLATION- INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

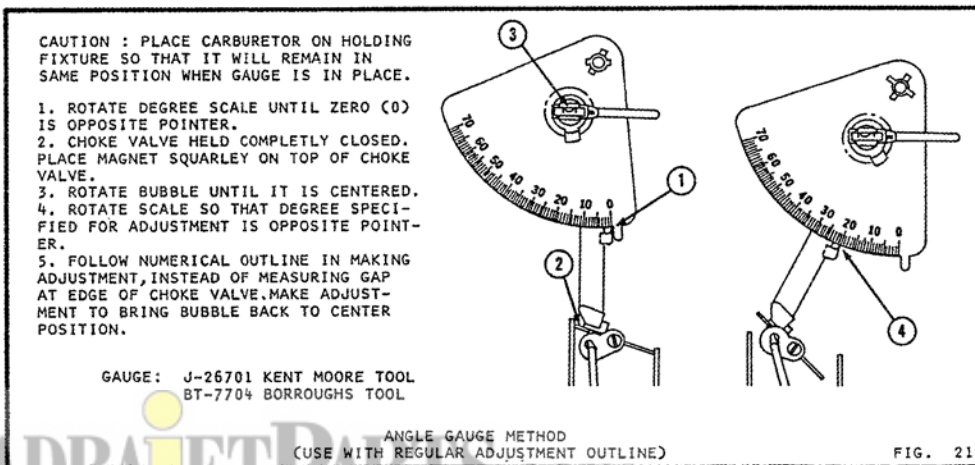
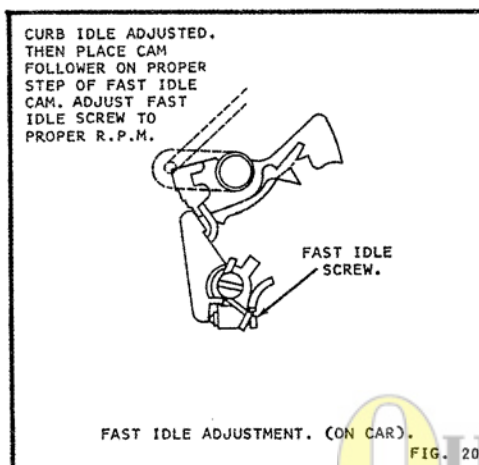
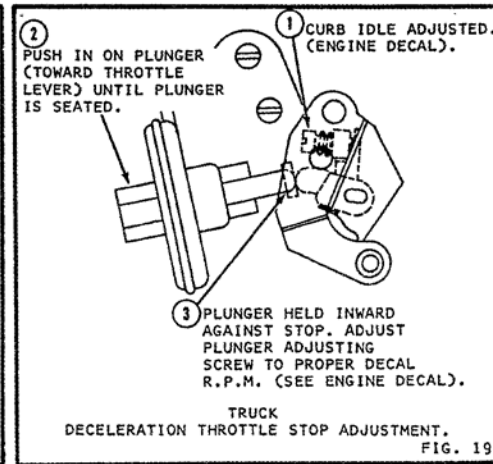
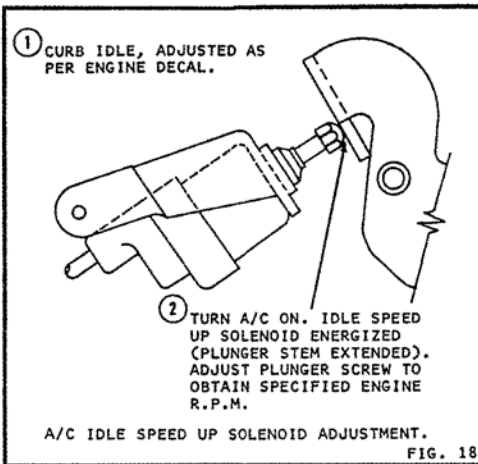
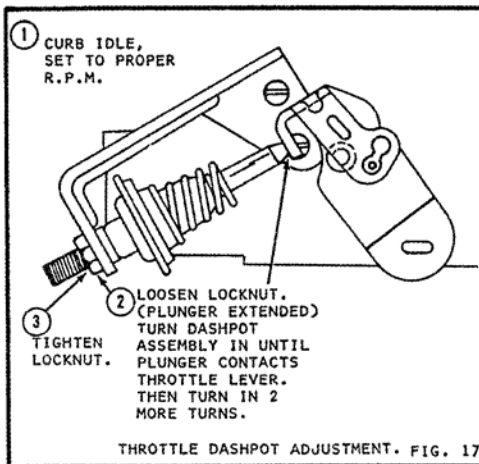
POWER PISTON ASSYS. (33) (37)- PRESS DOWN FIRMLY ON PLASTIC POWER PISTON RETAINER TO BE SURE IT IS FLUSH WITH TOP OF BOWL CASTING.

BOWL COVER INSTALLATION-TIGHTEN BOWL COVER SCREWS IN SEQUENCE AS SHOWN.(SEE EXPLODED VIEW).

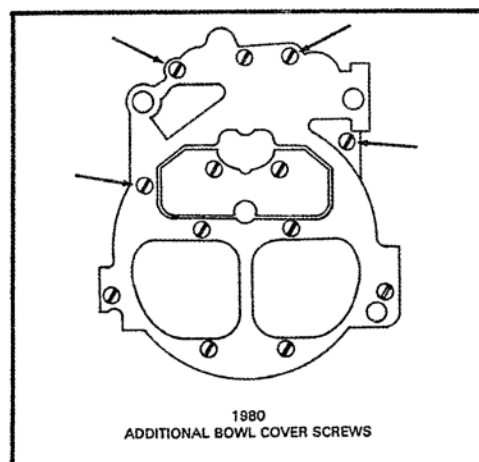
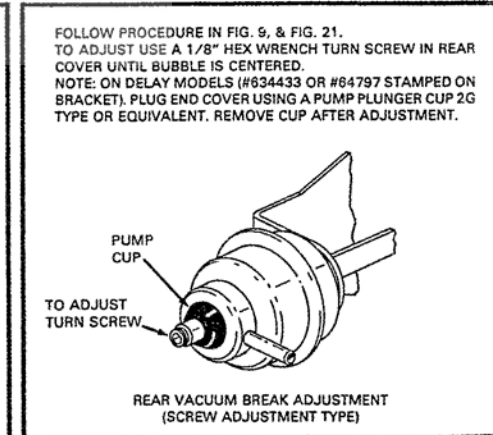
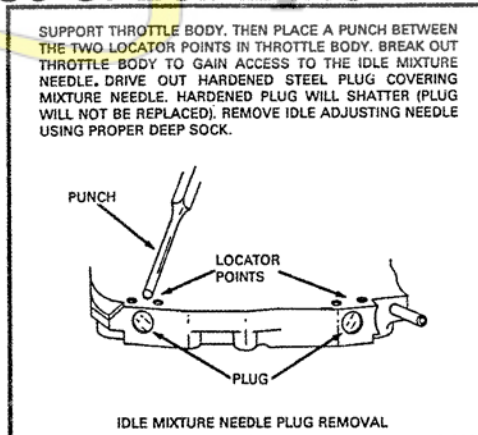
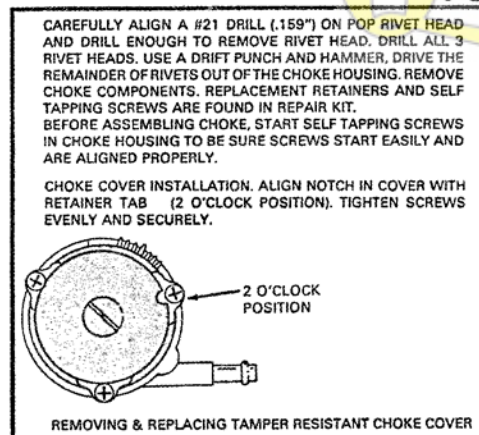
REFER TO DECAL IN ENGINE COMPARTMENT FOR CORRECT TUNE UP PROCEDURE AND SPECIFICATIONS.







1980 SPECIAL INSTRUCTIONS.



50-526-8

USE WITH 50-505-3

Year	Make		Float Level	Pump Rod Location	Pump Rod	Fast Idle (Bench)	Choke Rod	Air Valve Rod	Vacuum Break (Front)	Vacuum Break (Rear)	Air Valve Spring Turns	Auto Choke Setting	Unloader	Fast Idle * RPM
1975	Buick 350" Eng.	A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S
	Calif. 350"	A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	15/64"	1800P H/S
	400" Eng.	A/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800P H/S
	455" Eng.	A/T	15/32"	Inner	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	7/16	1 - Rich	15/64"	1800P H/S
	Calif. 455" Eng.	A/T	15/32"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	7/16	1 - Rich	15/64"	1800P H/S
1976	Buick 350" Eng.	A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/S
	Fed. Calif.	A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	1/8"	3/4	Index	1/4"	1800P H/S
	455" Eng. Fed.	A/T	15/32"	Inner	9/32"	2 Turns	3/32"	1/64"	9/64"	1/8"	7/16	1 - Rich	1/4"	1800P H/S
	Calif.	A/T	15/32"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	7/16	1 - Rich	1/4"	1800P H/S
1977	Buick 350"/403" Eng.													
	Fed.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	7/32"	900P L/S
	Calif.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S
	Alt.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
	350" Eng. W/Single Vac.													
	Break Fed.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4"	----	7/8	2 - Lean	9/32"	1600P H/S
	Calif.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S
	Alt.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S
350" Eng. Carb. No. 17057241, 242	A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	1/4"	1550P H/S	
1978	Buick 231" Eng.													
	6 Cyl.	A/T	7/32"	Inner	9/32"	3 Turns	5/64"	1/64"	7/64"	1/8"	3/4	Index	7/32"	2500P H/S
	Buick 350" Eng. Carb. No. 17058241													
	Fed.	A/T	5/16"	Outer	3/8"	3 Turns	5/64"	1/64"	7/64"	3/32"	3/4	1 - Rich	7/32"	1550P
	17058553 Calif.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000P L/S
	17058502, 504													
	Calif.	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"	----	7/8	2 - Lean	17/64"	1600P
	17058246 Alt.	A/T	7/32"	Outer	3/8"	3 Turns	5/64"	1/64"	1/8"	1/8"	3/4	Index	7/32"	2500P
17058582, 584														
Alt.	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	----	7/8	2 - Lean	17/64"	1600P	
Buick 403" Eng.														
Fed.	A/T	13/32"	Inner	9/32"	3 Turns	5/64"	1/32"	1/8"	11/64"	1/2	2 - Rich	3/16"	900P L/S	
Calif./Alt.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000P L/S	
1975	Cadillac, Fed. & Alt.													
	Opt. Calif.	A/T	15/32"	Outer	3/8"	2 Turns	5/64"	1/64"	5/32"	1/8"	7/16	2 - Rich	7/32"	1200P 2/S
		A/T	15/32"	Outer	3/8"	2 1/4 Turns	5/64"	1/32"	3/16"	3/16"	1/2	1 - Rich	7/32"	1200P 2/S
1976	Cadillac 500" Eng.													
	Fed. & Alt. Opt. Calif.	A/T	13/32"	Outer	3/8"	2 Turns	5/64"	1/32"	11/64"	9/64"	3/8	2 - Rich	15/64"	1400N 2/S*
		A/T	13/32"	Inner	9/32"	2 Turns	5/64"	1/32"	11/64"	11/64"	3/8	2 - Rich	15/64"	1400N 2/S*
1977	Cadillac 425" Eng. Carb. No. 17057230	A/T	13/32"	Outer	3/8"	2 Turns	5/64"	1/32"	7/64"	1/8"	1/2	2 - Rich	15/64"	1400P 2/S
	17057231		17/32"	Outer	3/8"	2 Turns	5/64"	1/32"	9/64"	1/8"	1/2	2 - Rich	15/64"	1400P 2/S
	17057232		13/32"	Outer	3/8"	2 Turns	5/64"	1/32"	9/64"	1/8"	1/2	2 - Rich	15/64"	1400P 2/S
	17057233		13/32"	Outer	3/8"	2 Turns	5/64"	1/32"	9/64"	9/64"	1/2	2 - Rich	15/64"	1400P 2/S
	17057530, 533		13/32"	Outer	7/16"	2 Turns	5/64"	1/32"	5/32"	5/32"	1/2	2 - Rich	15/64"	1500P 2/S
	17057234		13/32"	Inner	9/32"	2 Turns	5/64"	1/32"	9/64"	1/8"	3/4	2 - Rich	15/64"	1400P 2/S
	17057235		17/32"	Inner	9/32"	2 Turns	5/64"	1/32"	9/64"	1/8"	3/4	2 - Rich	15/64"	1400P 2/S
1978	Cadillac 425" Eng. Carb. No. 17058233, 530, 531, 533	A/T	13/32"	Inner	9/32"	2 Turns	5/64"	1/32"	9/64"	5/32"	1/2	2 - Rich	3/16"	1500 2/S
	17058230		13/32"	Inner	9/32"	2 Turns	5/64"	1/32"	9/64"	15/64"	1/2	2 - Rich	3/16"	1400 2/S
	17058232		13/32"	Inner	9/32"	2 Turns	5/64"	1/32"	9/64"	5/32"	3/4	2 - Rich	3/16"	1500 2/S
1977	Checker Mtrs. 350" Eng. Calif.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S
	Alt.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S
1978	Checker Mtrs. 350" Eng.	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	----	7/8	2 - Lean	17/64"	1600P
1975	Chevrolet All Models													
	All 350" Eng.	A/T	15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64"	7/8	Index	21/64"	1600P H/S
	All 350" Eng.	M/T	15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64"	7/8	2 - Lean	21/64"	1600N H/S
	400" Eng.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	Index	21/64"	1600P H/S
	Calif. 400" Eng.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	13/64"	11/64"	3/4	Index	21/64"	1600P H/S
454" Eng.	A/T	17/32"	Inner	9/32"	2 Turns	1/16"	1/64"	13/64"	35/64"	9/16	Index	9/32"	1000P 2/S	
1976	Chevrolet All Models													
	350" Eng.	A/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	----	7/8	2 - Lean	21/64"	1600P H/S
		M/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	----	7/8	3 - Lean	21/64"	1600N H/S
	350" Eng. Hi. Perf.	A/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	----	1	2 - Lean	21/64"	1600P H/S
		M/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"	----	1	2 - Lean	21/64"	1600N H/S
	400" Eng.	A/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	----	7/8	2 - Lean	21/64"	1600P H/S
	454" Eng.	A/T	13/32"	Inner	9/32"	3 Turns	13/64"	1/64"	15/64"	5/32"	7/8	Index	9/32"	1600P H/S
454" Eng. Canada	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	----	5/32"	7/8	2 - Rich	9/32"	1600P H/S	
1976-77	Chevrolet 350" Eng. Canada	A/T	15/32"	Outer	3/8"	3 Turns	21/64"	1/64"	5/32"	----	7/8	Index	21/64"	1600P H/S

Year	Make	Float Level	Pump Rod Location	Pump Rod	Fast Idle (Bench)	Choke Rod	Air Valve Rod	Vacuum Break Front	Vacuum Break Rear	Air Valve Spring Turns	Auto Choke Setting	Unloader	Fast Idle * RPM	
1975	Oldsmobile (Carb. No. 7045183) 350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S	
	(Carb. No. 7045246) 350" Eng. A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S	
	(Carb. No. 7045250) 350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S	
	Calif. (Carb. No. 7045483, 550) 350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S	
	400" Eng. A/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800P H/S	
	455" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S	
	Toronado 455" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S	
	Calif. 455" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S	
1976	Oldsmobile Omega 350" Eng. Fed. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/S	
	Calif. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	1/8"	3/4	Index	1/4"	1800P H/S	
	Olds. 350" Eng. A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	1000P L/S	
	455" Eng. A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S	
	350" & 455" Eng. Carb. No's. 17056251, 6256 A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S	
	Carb. No's. 17056551, 6556 A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	1 - Rich	15/64"	800P L/S	
	1977	Oldsmobile 350" Eng. Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	7/32"	900P L/S
		Carb. No. 17057258 Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
Calif. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S	
350" Eng. W/Single Vac. Break Calif. A/T		15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S	
Alt. A/T		15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S	
403" Eng. Calif. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S	
Carb. No. 17057552 Calif. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S	
Alt. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S	
1978	Oldsmobile 305" Eng. 17058202, 204 Fed. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	2 - Lean	17/64"	1600P	
	350" Eng. 17058502, 504 Calif. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"	----	7/8	2 - Lean	17/64"	1600P	
	17058582, 584 Alt. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	----	7/8	2 - Lean	17/64"	1600P	
	350"/403" Eng. 17058250, 253 Fed. A/T	13/32"	Inner	9/32"	3 Turns	5/64"	1/32"	1/8"	11/64"	1/2	2 - Rich	3/16"	900 L/S	
	17058258, 553 Alt./Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000 L/S	
	403" Eng. 17058259 Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	11/64"	1/2	2 - Rich	3/16"	900 L/S	
	17058257, 555 Alt./Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000 L/S	
	1975	Pontiac 350" Eng. A/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	7/16	Index	15/64"	1800P H/S
		350" Eng. M/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	7/16	Index	15/64"	1800N H/S
		(Ventura) 350" Eng. A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S
(Can.) 350" Eng. A/T		15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64"	7/8	Index	21/64"	1600P H/S	
400" Eng. Alt./T		17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800N H/S	
455" Eng. A/T		17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800P H/S	
1976		Pontiac 350" Eng. Fed. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/S
		Calif. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	9/64"	3/4	Index	1/4"	1800P H/S
	350" Eng. Canada A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	5/32"	----	7/8	Index	21/64"	1600P H/S	
	350" Eng. Carb. No. 17056568 A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	15/64"	1800P H/S	
	400" - 455" Eng. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	15/64"	1800P H/S	
	Carb. No. 17056263 M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	5/8	1 - Rich	15/64"	1800N H/S	
	455" Eng. Calif. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	1/2	1 - Rich	15/64"	1800P H/S	
	1977	Pontiac 350" Eng. Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	7/32"	900P L/S
Carb. No. 17057262 A/T		17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	7/32"	1800P H/S	
Calif. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S	
Alt. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S	
350" Eng. W/Single Vac. Break Calif. A/T		15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S	
Alt. A/T		15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S	
400" Eng. Fed. A/T		17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	9/32"	1800P H/S	
M/T		17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	5/8	1 - Rich	9/32"	1800N H/S	
403" Eng. Fed. & Alt. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	9/32"	900P L/S	
Calif. A/T		13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	9/32"	1000P L/S	

Year	Make	Float Level	Pump Rod Location	Pump Rod	Fast Idle (Bench)	Choke Rod	Air Valve Rod	Vacuum Break (Front)	Vacuum Break (Rear)	Air Valve Spring Turns	Auto Choke Setting	Unloader	Fast Idle * RPM
1978	Pontiac 301" Eng. A/T	15/32"	Outer	3/8"	3 Turns	5/64"	1/32"	1/8"	11/64"	5/8	2 - Rich	13/64"	2300P
	350" Eng.												
	17058241 Fed. A/T	5/16"	Outer	3/8"	3 Turns	5/64"	1/64"	7/64"	3/32"	3/4	1 - Rich	7/32"	1550P
	17058202, 204 Fed. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	2 - Lean	17/64"	1600P
	17058203 Fed. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	3 - Lean	17/64"	1300
	17058502, 504 Calif. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"	----	7/8	2 - Lean	17/64"	1600P
	17058582, 584 Alt. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	----	7/8	2 - Lean	17/64"	1600P
	17058282, 284 Canada A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	9/64"	----	7/8	Index	17/64"	1600P
	17058258, 553 Alt./Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000 L/S
	400" Eng.												
	17058264, 278 Fed. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	9/64"	1/4"	1/2	1 - Rich	3/16"	1800P
	17058274, 276, 266 Fed. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	9/64"	1/4"	1/2	Index	3/16"	1800P
	17058263 Fed. M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	5/8	Index	3/16"	1800N
	403" Eng.												
	17058258, 553 Alt./Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000 L/S

1978-86 DATA TABLE

YEAR	MAKE		FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE ROD	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER	
1979	BUICK												
	CALIF. 305" ENG. V8	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT. 305" ENG. V8	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	CALIF. 350" L. ENG. V8	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT. 350" L. ENG. V8	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	350" X. ENG. V8	A/T	5/16"	OUTER	3/8"	18"	.015	21.5"	20.5"	3/4	1-RICH	38"	
	FED. 350" R. ENG. V8	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"	
	CALIF. 350" R. ENG. V8	A/T	13/32"	INNER	9/32"	19"	.030	24"	36.5"	1/2	2-RICH	35"	
	ALT. 350" R. ENG. V8	A/T	13/32"	INNER	9/32"	19"	.030	24"	32"	1/2	2-RICH	35"	
	FED. 403" ENG. V8	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"	
1980-81	BUICK 307", 350" ENG. 49S & CAN.	A/T	13/32"	INNER	9/32"	17"	.025	26"	34"	1/2	N/A	35"	
	BUICK 307" ENG.	A/T	13/32"	INNER	9/32"	15"	.025"	22"	34"	1/2	---	35"	
	1983-84 BUICK 307" ENG. CANADA		13/32"	INNER	9/32"	19.5"	.025"	23"	34"	1/2	N/A	35"	
	1985-86 BUICK 307" ENG. CANADA		13/32"	INNER	9/32"	15"	.025"	21"	34"	1/2	N/A	27"	
	1979	CADILLAC 425" ENG. FED. CALIF./ALT.	A/T	13/32"	INNER	9/32"	16"	.030	25"	37"	1/2	2-RICH	25"
			A/T	13/32"	INNER	9/32"	16"	.030	26"	28"	1/2	2-RICH	25"
	1980	CADILLAC 368" ENG. 49S CARB. NO. 17080230		13/32"	INNER	9/32"	16"	.025"	26"	24"	1/2	N/A	35"
		CARB. NO. 17080231		13/32"	INNER	9/32"	16"	.025"	28"	28"	1/2	N/A	35"
	1979	CHECKER MTRS. 350" ENG.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"
	1979	CHEVROLET 305" ENG. FED.	A/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	1-LEAN	38"
CALIF.		M/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	2-LEAN	38"	
FED.		A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
ALT.		A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
FED. CARB. NO. 17059218, 222		A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
350" ENG. V8		A/T	15/32"	INNER	9/32"	38"	.015	27"	---	1	1-LEAN	38"	
FED. CARB. NO. 17059210, 228		A/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	1-LEAN	38"	
FED. CARB. NO. 17059216, 217		M/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	2-LEAN	38"	
FED. CARB. NO. 17059203		M/T	15/32"	INNER	9/32"	38"	.015	27"	---	1	2-LEAN	38"	
FED. CARB. NO. 17059211		M/T	15/32"	INNER	9/32"	38"	.015	28"	---	7/8	2-LEAN	38"	
1979	CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	1-LEAN	38"	
	ALT.	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	CHEV. & GMC TRUCK 305" ENG. V8 FED.	A/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	1-LEAN	38"	
	FED.	M/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	2-LEAN	38"	
	CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	350" ENG. V8 FED.	A/T	15/32"	INNER	9/32"	46"	.015	---	23"	7/8	1-LEAN	42"	
	FED.	M/T	15/32"	INNER	9/32"	46"	.015	---	23"	7/8	INDEX	42"	
	CALIF.	ALT./T	15/32"	INNER	9/32"	46"	.015	---	26"	7/8	1-LEAN	42"	
	ALT.	A/T	15/32"	OUTER	11/32"	46"	.015	30"	---	7/8	2-LEAN	42"	
	ALT. CARB. NO. 17059582, 584	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
400" ENG. V8	A/T	15/32"	INNER	9/32"	46"	.015	---	23"	7/8	1-LEAN	42"		
454" ENG. V8	A/T	3/8"	INNER	9/32"	46"	.015	28"	---	7/8	3-LEAN	42"		
1980	CHEVROLET 305" ENG. CARB. NO. 17080282, 284		7/16"	OUTER	11/32"	20"	.025"	25"	---	7/8	N/A	38"	
1980	CHEVROLET & GMC TRUCK 305" ENG. 49S	A/T	15/32"	INNER	9/32"	46"	.025	---	26"	7/8	N/A	42"	
	350" ENG. 49S CARB. NO. 17080291	M/T	15/32"	INNER	9/32"	46"	.025	---	26"	7/8	N/A	42"	
	350" ENG. 49S CARB. NO. 17080205	M/T	15/32"	INNER	9/32"	46"	.025	---	23"	7/8	N/A	42"	
	350", 400" ENG. (INCL. CALIF.)	A/T	15/32"	INNER	9/32"	46"	.025	---	23"	7/8	N/A	42"	
1983	CHEVROLET & GMC TRUCK 350" ENG. CARB. NOS. 17080201, 205, 206		15/32"	INNER	9/32"	48"	.025"	---	23"	7/8	N/A	42"	
	CARB. NOS. 17080290, 291, 292		15/32"	INNER	9/32"	48"	.025"	---	26"	7/8	N/A	42"	
1979	OLDSMOBILE 305" ENG. FED.	A/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	1-LEAN	38"	
	FED. CARB. NO. 17059218, 222	M/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	FED.	A/T	15/32"	INNER	1/4"	38"	.015	27"	---	7/8	2-LEAN	38"	
	CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT.	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	350" L. ENG. CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT.	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	350" R. ENG. FED.	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"	
	CALIF.	A/T	13/32"	INNER	9/32"	19"	.030	24"	36.5"	1/2	2-RICH	35"	
	ALT.	A/T	13/32"	INNER	9/32"	19"	.030	24"	32"	1/2	2-RICH	35"	
403" ENG. FED.	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"		
CALIF.	A/T	13/32"	INNER	9/32"	19"	.030	24"	36.5"	1/2	2-RICH	35"		
ALT.	A/T	13/32"	INNER	9/32"	19"	.030	24"	32"	1/2	2-RICH	35"		
1980-81	OLDSMOBILE 307", 350" ENG.	A/T	13/32"	INNER	9/32"	17"	.025	26"	34"	1/2	N/A	35"	
1982	OLDSMOBILE 307" ENG.	A/T	13/32"	INNER	9/32"	15"	.025"	22"	34"	1/2	---	35"	
1983-84	OLDSMOBILE 307" ENG. CANADA		13/32"	INNER	9/32"	19.5"	.025"	23"	34"	1/2	N/A	35"	
	OLDSMOBILE 307" ENG. CANADA		13/32"	INNER	9/32"	15"	.025"	21"	34"	1/2	N/A	27"	
1979	PONTIAC												
	305" ENG. CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT.	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	350" L. ENG. CALIF.	A/T	15/32"	INNER	1/4"	38"	.015	28"	---	7/8	2-LEAN	38"	
	ALT.	A/T	15/32"	OUTER	11/32"	38"	.015	33"	---	7/8	1-LEAN	46"	
	350" R. ENG. CALIF.	A/T	15/32"	INNER	9/32"	19"	.030	24"	36.5"	1/2	2-RICH	35"	
	ALT.	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"	
	350" X. ENG. FED.	A/T	5/16"	OUTER	3/8"	18"	.015	21.5"	20.5"	3/4	1-RICH	38"	
	400" ENG. FED.	M/T	17/32"	OUTER	3/8"	23"	.030	28"	38"	5/8	INDEX	35"	
	403" ENG. FED.	A/T	13/32"	INNER	9/32"	18"	.030	23"	30.5"	1/2	2-RICH	35"	
CALIF.	A/T	13/32"	INNER	9/32"	19"	.030	24"	36.5"	1/2	2-RICH	35"		
ALT.	A/T	13/32"	INNER	9/32"	19"	.030	24"	32"	1/2	2-RICH	35"		
1986	PONTIAC 307" ENG. CANADA		13/32"	INNER	9/32"	15"	.025"	21"	34"	1/2	N/A	27"	

P = PARK 2/S = SECOND STEP M/T = MANUAL TRANSMISSION FED. = FEDERAL (48 STATES) 350" L = CHEVROLET BUILT ENGINE REV. 12/86
N = NEUTRAL N = HIGH STEP * = SLOW IDLE R.P.M. REFER TO CALIF. = CALIFORNIA 350" R = OLDSMOBILE BUILT ENGINE
L/S = LOW STEP A/T = AUTOMATIC TRANSMISSION ENGINE COMPARTMENT DECAL ALT. = ALTITUDE 350" X = BUICK BUILT ENGINE