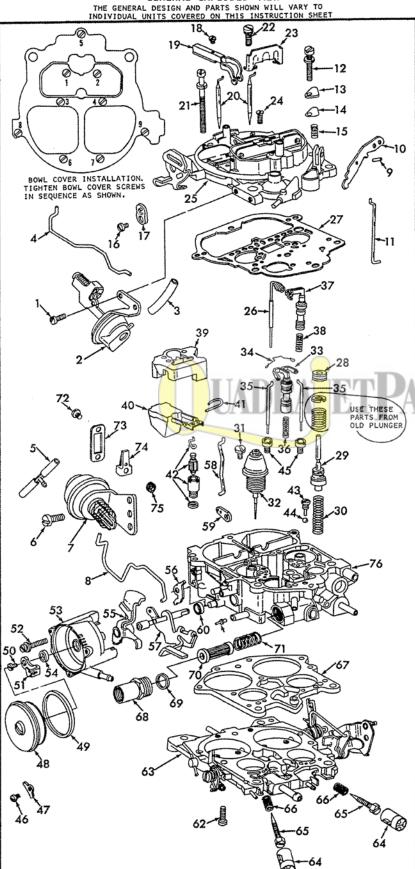
INSTRUCTION SHEET 50-505-3 OFF VEHICLE CARBURETOR SERVICE ROCHESTER MODELS M4MC, M4MCA, M4MEA

GENERAL EXPLODED VIEW



DISASSEMBLY

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 AUXILLARY METERING ROD (26). PUSH TOP OF ROD TO ONE SIDE TO UNHOOK IT FROM ITS HOLDER BEFORE REMOVING BOWL COVER GASKET (27). AMEROID 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. EXAMINATION 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 REMOVEABLE. IDLE LIMITER CAPS (64) CAN CAREFULLY BE REMOVED BY CUTTING OFF WITH PLIERS. NO REPLACEMINT 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

NOMENCLATURE

	NOME IN	LATO	11 L
REF.	•	REF.	
NO.		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	40.	FLOAT & LEVER ASSY.
	UNIT	41.	
4.	CONNECTING ROD-FRONT VAC. BREAK	42.	ASSY.
5.	HOSE-REAR VAC. BREAK		PLUG-PUMP DISC. BALL
	SCREW (2)-REAR VAC. BREAK		BALL - PUMP DISC.
	REAR VACUUM BREAK ASSY.		JET (2) - PRIMARY MAIN
	CONNECTING ROD-REAR VAC. BREAK		SCREW (3)-CHOKE COVER RETAINER
9.	PIN-PUMP LEVER		RETAINER (3)-CHOKE COVER
10.	LEVER - PUMP		CHOKE COVER ASSY.
11.	ROD - PUMP	49.	GASKET - CHOKE COVER SCREW - STAT COIL LEVER
	SCREW & LOCKWASHER- VENT	20.	LEVER - STAT COIL LEVER
	COVER - VENT VALVE		SCREW & WASHER-CHOKE
	GASKET - COVER	١ ٠٠٠	HOUSING
	SPRING - VENT VALVE	53.	CHOKE HOUSING
	SCREW - CHOKE LEVER		SEAL-CHOKE HOUSING
	LEVER - CHOKE SHAFT		CAM - FAST IDLE
	SCREW-SEC. METERING ROD		CAM - SECONDARY LOCKOUT
	HOLDER	57.	SHAFT ASSY INTERMEDIATE
19.	HOLDER-SEC. METERING RODS		CHOKE
20.	METERING ROD (2)-SECONDARY	58.	ROD - CHOKE
21.	SCREW & LOCKWASHER (2)-		LEVER-INTERMEDIATE CHOKE
	BOWL COVER (LONG)	60.	SEAL-INTERMEDIATE CHOKE
22.	SCREW & LOCKWASHER (4)-		SHAFT
	BOWL COVER		TUBE - VACUUM PASSAGE
	SAFFLE - AIR	62.	SCREW & LOCKWASHER (2) -
24.	SCREW (2) - BOWL COVER	1	THROTTLE BODY
	(TAPERED HEAD)	63.	THROTTLE BODY ASSY.
	BOWL COVER ASSY.	64.	
~26.	METERING ROD (1) -		
	AUXILIARY	66.	
	GASKET - BOWL COVER SPACER - PUMP STEM	67.	NEEDLE
	PUMP ASSY.		GASKET - THROTTLE BODY FILTER NUT-FUEL INLET
	SPRING - PUMP RETURN		GASKET-FILTER NUT
	SCREW (2)-ANEROID ASSY.		FILTER - FUEL
	ANEROID ASSY (SPACER 1976)		SPRING - FUEL FILTER
	POWER PISTON ASSYMAIN		SCREW (2) - COVER
	SPRING - METERING ROD		COVER - IDLE COMPENSATOR
	METERING ROD (2)-MAIN		IDLE COMPENSATOR ASSY.
	SPRING-MAIN PISTON ASSY.		GASKET - IDLE COMPENSATOR
	POWER PISTON ASSY AUXILIARY		FLOAT BOWL ASSY.
× 1	TEMS NOT NORMALLY FOUND ON		

ALL MODELS.

CLEANING

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 OB
SCURE 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 ADJUST-MENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS SEE NEXT PAGE.

ADJUSTMENTS

SPECIAL INSTRUCTIONS

FUEL FILTER NUT 8 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 CALTERNATE 3-4 TURNS OUT).

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

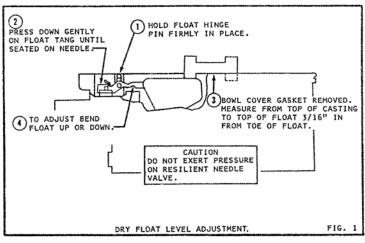
CHOKE COVER ASSY. (48)- DO NOT INSTALL COVER UNTIL CHOKE LINKAGE ADJUSTMENTS ARE MADE. <u>CAUTION</u>: ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (49) BETWEEN THE ELECTRIC CHOKE ASSY. AND HOUSING

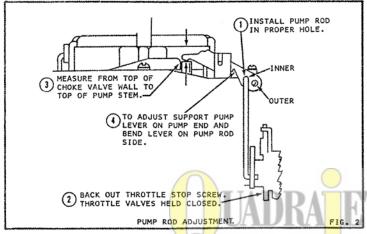
FLOAT INSTALLATION- INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

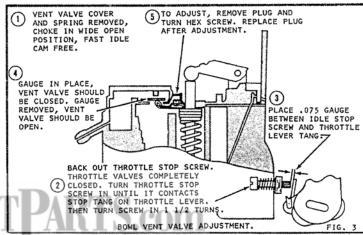
POWER PISTON ASSYS. (33) (37)- PRESS DOWN FIRMLY ON PLASTIC POWER PISTON RETAINER TO BE SURE IT IS FLUSH WITH TOP OF BOWL CASTING.

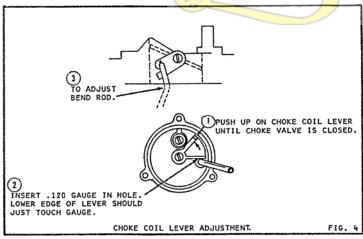
BOWL COVER INSTALLATION-TIGHTEN BOWL COVER SCREWS IN SEQUENCE AS SHOWN. (SEE EXPLODED VIEW).

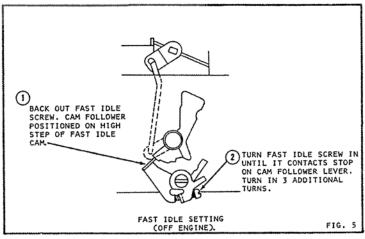
REFER TO DECAL IN ENGINE COMPARTMENT FOR CORRECT TUNE UP PROCEDURE AND SPECIFICATIONS.

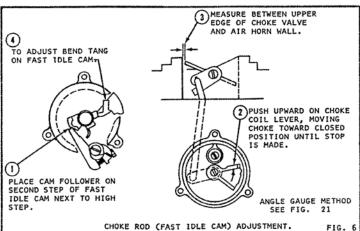


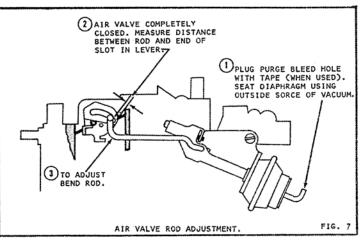


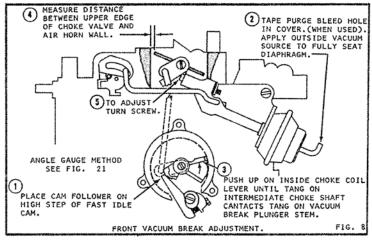


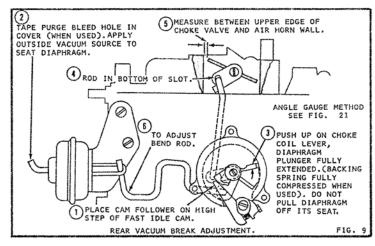


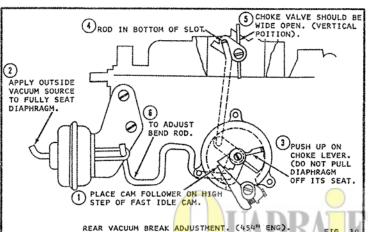


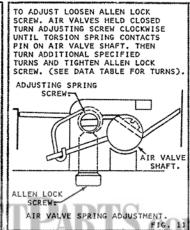


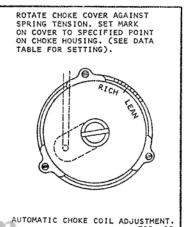


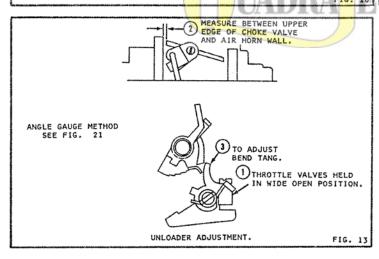


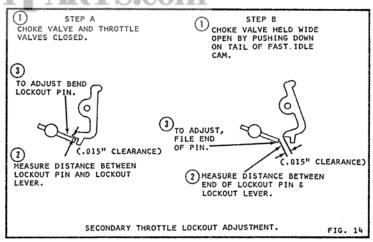


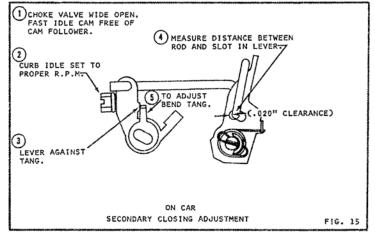


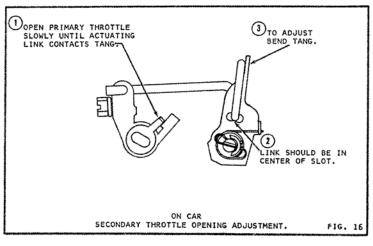


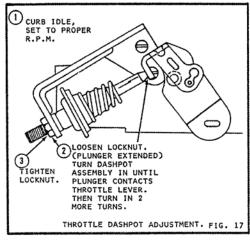


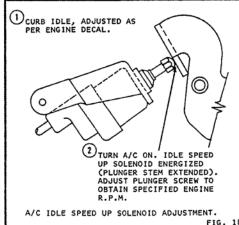


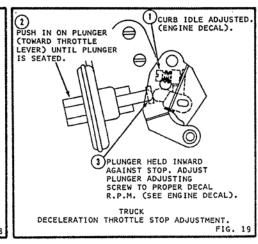


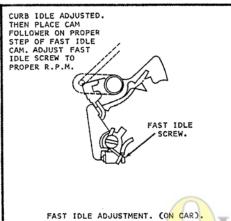








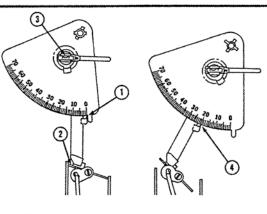




CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

- ROTATE DEGREE SCALE UNTIL ZERO (0)
 OPPOSITE POINTER.
 CHOKE VALVE HELD COMPLETLY CLOSED. PLACE MAGNET SQUARLEY ON TOP OF CHOKE
- VALVE ROTATE BUBBLE UNTIL IT IS CENTERED. ROTATE SCALE SO THAT DEGREE SPECI-FIED FOR ADJUSTMENT IS OPPOSITE POINT-
- FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENT, INSTEAD OF MEASURING GAP AT EDGE OF CHOKE VALVE MAKE ADJUST-MENT TO BRING BUBBLE BACK TO CENTER POSITION.

J-26701 KENT MOORE TOOL BT-7704 BORROUGHS TOOL



ANGLE GAUGE METHOD
(USE WITH REGULAR ADJUSTMENT OUTLINE)

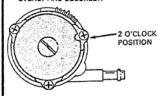
FIG. 21

FIG. 20 1980 SPECIA

CAREFULLY ALIGN A #21 DRILL (.159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS. REPLACEMENT RETAINERS AND SELF TAPPING SCREWS ARE FOUND IN REPAIR KIT. BEFORE ASSEMBLING CHOKE, START SELF TAPPING SCREWS

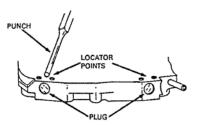
IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY.

CHOKE COVER INSTALLATION. ALIGN NOTCH IN COVER WITH RETAINER TAB (2 O'CLOCK POSITION). TIGHTEN SCREWS EVENLY AND SECURELY.



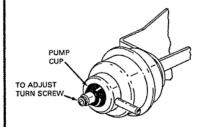
REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER

SUPPORT THROTTLE BODY. THEN PLACE A PUNCH BETWEEN THE TWO LOCATOR POINTS IN THROTTLE BODY, BREAK OUT THE TWO LOCATOR POINTS IN THROTTLE BODY. BREAK OUT THROTTLE BODY TO GAIN ACCESS TO THE IDLE MIXTURE NEEDLE, DRIVE OUT HARDENED STEEL PLUG COVERING MIXTURE NEEDLE. HARDENED PLUG WILL SHATTER (PLUG WILL NOT BE REPLACED), REMOVE IDLE ADJUSTING NEEDLE USING PROPER DEEP SOCK.

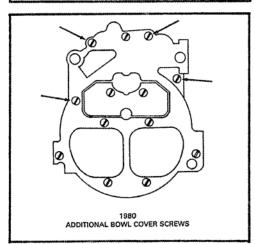


IDLE MIXTURE NEEDLE PLUG REMOVAL

FOLLOW PROCEDURE IN FIG. 9, & FIG. 21. TO ADJUST USE A 1/8" HEX WRENCH TURN SCREW IN REAR COVER UNTIL BUBBLE IS CENTERED. NOTE: ON DELAY MODELS (#634433 OR #64797 STAMPED ON BRACKET). PLUG END COVER USING A PUMP PLUNGER CUP 2G TYPE OR EQUIVALENT. REMOVE CUP AFTER ADJUSTMENT.



REAR VACUUM BREAK ADJUSTMENT (SCREW ADJUSTMENT TYPE)



ADJUSTMENT DATA TABLE

ROCHESTER CARBURETOR - MODELS M4MC, M4MCA, M4MEA

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USE WITH 50-505-3

			Float	Pump Rod	Pump	Fast Idle	Choke	Air Valve	Vacuum Break	Break	Air Valve Spring	Auto Choke		Fast Idle
Year	Make		Level	Location	Rod	(Bench)	Rod	Rod	(Front)	(Rear)	Turns	Setting	Unloader	* RPM
1975	Buick 350" Eng.	А/Т	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S
		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
		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. Calif. 455" Eng.	A/T A/T	15/32" 15/32"	Inner Outer	3/8" 3/8"	2 Turns 2 Turns	3/32" 3/32"	1/64"	9/64"	1/8" 1/8"	7/16 7/16	1 - Rich 1 - Rich	15/64" 15/64"	1800P H/S 1800P H/S
1976	Buick 350" Eng.	~	10/02	- Cuto.	- 0,0		0,02	-/	5,01	-,-	1,700			
19/6	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
	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" Er	-												
	Fed.	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16" 1/4"	1/2	2 - Rich 2 - Rich	7/32" 7/32"	900P L/S 1000P L/S
	Callf. Alt.	A/T A/T	13/32" 13/32"	Inner	9/32" 9/32"	3 Turns 3 Turns	3/32" 3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
	350" Eng. W/Single		10,02		3,02	3 , 4,	3,52	1,52	3,01	20,04	-/-		1,752	2000. 4,0
	Break Fed.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4"		7/8	2 - Lean		1600P H/S
	Calif.	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"		7/8	2 - Lean		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.			-					1					
13/0	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.	~, ,	/,52	1111101	3,32	3 (4	0,0-	-/	1,,,,,	-/-	, .		1,02	2000,0
	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.		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	~, '	13/32	1111101	3/32	3 /4	3,32	1,52	1,0	23,04	-/-	2	0,10	2000. 2,0
	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							D		~				
	Alt.	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	(11.1	7/8	2 - Lean	17/64"	1600P
	Buick 403" Eng.					A	1;	LA		3.C	nm			
	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	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
	Calif.	A/T	15/32"	Outer	3/8"	2¼ Turns	5/64"	1/32"	3/16"	3/16"	1/2	1 - Rich	7/32"	1200P 2/S
1976	Cadillac 500" Eng.													
13,0		A/T	13/32"	Outer	3/8"	2 Turns	5/64"	1/32"	11/64"	9/64"	3/8	2 - Rich	15/64"	1400N 2/5*
	Calif.	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.	A/T												
	Carb. No. 17057230		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 17057233		13/32" 13/32"	Outer Outer	3/8" 3/8"	2 Turns 2 Turns	5/64'' 5/64''	1/32"	9/64"	1/8" 9/64"	1/2	2 - Rich 2 - Rich		1400P 2/S 1400P 2/S
	17057530			Outer	7/16"	2 Turns	5/64"	1/32"	5/32"	5/32"	1/2	2 - Rich		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		1400P 2/S
1978	Cadillac 425" Eng.	A/T												
20.0	Carb. No. 17058233													
	531, 533	,]	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 2/5
	17058232		13/32"	Inner	9/32"	2 Turns	5/64''	1/32"	9/64"	5/32"	3/4	2 - Rich	3/16"	1500 2/5
1977	Checker Mtrs. 350"	Eng	-											
13//		A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"		7/8	2 - Lean	9/32"	1600P H/S
		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"													
1376		Α/Τ	15/32"	inner	9/32"	3 Turns	9/32"	1/64"	3/16"		7/8	2 - Lean	17/64"	1600P
1975	Chevrolet All Models													
10,0		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
		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
		A/T A/T	15/32" 17/32"	Inner	9/32"	3 Turns 2 Turns	21/64"	1/64"	13/64"	11/64"	3/4	Index	21/64"	1600P H/S
		 +	11/32	rinier	9/32"	Z Turiis	1/16"	1/64"	13/64"	35/64"	9/16	Index	9/32"	1000P 2/S
	Chevrolet All Models 350" Eng.		13/32"	Inner	9/32"	2 Turns	21/6/11	1 /6 4"	2/1611		7.0	0 1 5		16000
		A/T M/T	13/32"	Inner	9/32"	3 Turns 3 Turns	21/64" 21/64"	1/64" 1/64"	3/16" 3/16"		7/8 7/8	2 - Lean 3 - Lean	21/64'' 21/64''	1600P H/S 1600N H/S
	350" Eng. Hi. Perf.		13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"		1	2 - Lean	21/64"	1600N 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
		A/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	5/0011	7/8	2 - Lean	21/64"	1600P H/S
		A/T A/T	13/32" 15/32"	Inner Inner	9/32" 9/32"	3 Turns 3 Turns	13/64" 21/64"	1/64" 1/64"	15/64"	5/32" 5/32"	7/8 7/8	Index 2 - Rich	9/32"	1600P H/S
			10/02	,,,,,,,,,	3/32	3 (4)(1)	24/04	1/04		3/32	//6	Z - RICH	9/32"	1600P H/S
	7 Chevrolet 350'' E Canada	ng. A/T	15/32"	Outer	3/8"	3 Turns	21/64"	1/64"	5/32"		7/8	Index	21/64"	16000 11/5
(Conduct /	7'	10/32	Julei	3/0	3 141113	21/04	1/04	3/32		//6	muex	21/04	1600P H/S

			Pump		Fast		Alr	Vacuum	Vacuum	Air Valve	Auto		Fast
		Float	Rod	Pump	Idle	Choke Rod	Valve Rod	Break Front	Break Rear	Spring Turns	Choke Setting	Unloader	Idle * RPM
Year	Make	Level	Location	Rod	(Bench)	Kod	Rou	170111			Jotting	0	
1977	Chevrolet 350" Eng.						1					-	
	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
	Carb. No.17057203 M/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4"		7/8	3 - Lean	9/32"	1300N H/S
	17057210 A/T	15/32"	Inner	9/32"	3 Turns 3 Turns	21/64" 21/64"	1/64" 1/64"	9/32" 9/32"		1	2 - Lean 3 - Lean	9/32" 9/32"	1600P H/S 1300N H/S
	17057211 M/T 17057228 A/T	15/32" 13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"		i	2 - Lean	9/32"	1600P H/S
		10,02			• ,		,						
1978	Chevrolet 350" Eng.		٠. ا										
,	17058202, 204	15/2011		0/2011	2 Turns	9/32"	1/64"	5/32"		7/8	0 1000	17/64"	1600P
	Fed. A/T 17058203 Fed. M/T	15/32"	Inner	9/32"	3 Turns 3 Turns	9/32"	1/64"	5/32"		7/8	2 - Lean	17/64"	1300N
		15/32"	Inner	9/32"	3 Turns	9/32	1/04	3/32		//6	3 - Lean	17/64	130014
	17058210, 228 Fed. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		1	2 - Lean	17/64"	1600P
	17058211 Fed. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		1	3 - Lean	17/64"	1600N
	Calif. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		7/8	2 - Lean	17/64"	1600P
	Canada A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	9/64"		7/8	Index	17/64"	1600P
1975	Chevrolet Truck	,		-,						7.			
19/3	C-10, (El Camino									-			
	Calif.) 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
	C-10, 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
	G-10, 350" Eng. A/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	Index	21/64"	1600P H/S
	G-100, 350" Eng. M/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	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 454" Eng. A/T	15/32" 17/32"	Inner	9/32" 9/32"	3 Turns 2 Turns	1/16"	1/64" 1/64"	13/64"	11/64" 35/64"	3/4 9/16	Index Index	21/64" 9/32"	1600P H/S 1000P 2/S
	Calif. 454" Eng. A/T	17/32"	Inner	9/32"	2 Turns	1/16"	1/64"	3/16"	35/64"	9/16	Index	9/32"	1000P 2/S
1976		,		-,									
13/0	350" Eng. A/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"		7/8	2 - Lean	21/64"	1600P H/S
	M/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"		7/8	3 - Lean	21/64"	1600N H/S
						•	·	,			1 - Lean	'	
		1									(Calif.)		
	350" Eng. Canada A/T	5/16"	Outer	3/8"	3 Turns	21/64"	1/64"	5/32"		7/8	Index	21/64"	1600P H/S
	454" Eng. Fed. A/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	0.00	11/64"	7/8	2 - Rich	9/32"	1600P H/S
	Calif. All/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"		7/8	index	9/32"	1600
1977	Chevrolet & GMC Truck												
	350" Eng. A/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8	2 - Lean	9/32"	1600P H/S
	Fed. M/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8 7/8	3 - Lean	9/32"	1300N H/S
	Calif. M/T Carb. No. 17057202,	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		//0	1 - Lean	9/32"	1300N H/S
	17057204 Fed. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4"	Million.	7/8	2 - Lean	9/32"	1600P H/S
	17057209 Fed. M/T	5/16"	inner	9/32"	3 Turns	21/64"	1/64"	11/64"	77.4	7/8	3 - Rich	9/32"	1300N H/S
	17057502, 7504		1)		44	14 11	4.5		000	O	-	,	
	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
	17057503 Callf. M/T 17057582, 7584	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8	1 - Lean	9/32"	1300N 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
	17057586, 7588			.,					1				
	Alt. A/T	7/16"	Outer	9/32"	3 Turns	21/64"	1/64"	3/16"		7/8	2 - Lean		1600P H/S
	454" Eng. Fed. A/T		Inner	9/32"	3 Turns		1/64"		11/64"	7/8		21/64"	1600P H/S
	Calif. All/T	7/16"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	Index	17/64"	1700M H/S
	GMC Mtr. Home 403" Eng. Fed.	15/32"	Inner	9/32"	3 Turns	7/64"	1/32"	9/64"		1/2	3 - Rich	7/32"	900P L/S
1070	Chev. & GMC Truck	13/32	1111101	3/32	3 1 01113	17/04	1/32	3/04		1-1/2	3 111011	1/32	3001 2/3
19/0	350" Eng.	1					i	1					
	17058218, 222				ŀ		1				l	1	
	Fed. A/T	7/16"	Inner	9/32"	3 Turns	9/32"	1/64"	9/64"		7/8	2 - Lean	17/64"	1600P
	17058219 Fed. M/T	7/16"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	1	1800N
	17058202, 204	1,,10		3,52	5,41113	3,32	-,0-	5,52		1.75	3 - Lean	2.704	20001
	Fed. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"		7/8	2 - Lean	17/64"	1600P
	17058201 Fed. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1300N
	17058509, 510,			-,				1					
	586, 588 Alt. A/T	15/32"	Outer	11/32"	3 Turns	9/32"	1/64"	11/64"		7/8	2 - Lean	17/64"	1600P
	17058506, 508,												
	518, 522 Calif. A/T	15/32"	Inner	9/32"	3∌Turns	9/32"	1/64"	11/64"		7/8	1 - Lean	17/64"	1600P
	17058503, 519								-	1		1	
	Calif. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"		7/8	1 - Lean	17/64"	1300N
	400" Eng.												I
	17058523, 524,												İ
	527, 528 Calif. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	1 - Lean	17/64"	1600P
	454".Eng.												
	17058501, 520,												
	521 Fed./Calif. All/T	1 '	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1600
	17058512 Calif. All/T	13/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	Index	1/4"	1700
	GMC Mtr. Home												1
	403" Eng.	15/32''	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"		1/2	3 - Rich	13/64"	1000 L/S
	0110 7		+			+			+	 	<u> </u>		1.
1975					ļ			1					
	C-1500, (Sprint	15/22"	Inner	0/22"	3 Turns	10/64"	1/64"	3/16"	11/64"	7/0	Inday	21/64!	16000 115
	Calif.) 350" Eng. A/T C-1500, 350" Eng. M/T	15/32" 15/32"	Inner	9/32'' 9/32''	3 Turns 3 Turns	19/64"	1/64"	3/16"	11/64"	7/8 7/8	Index 2 - Lean	21/64"	1600P H/S
	G-1500, 350" Eng. A/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	Index	21/64"	1600N H/S
	G-1500, 350" Eng. M/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	2 - Lean		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
	Calif. 454" Eng. A/T	17/32"	Inner	9/32"	2 Turns	1/16"	1/64"	3/16"	35/64"	9/16	Index	9/32"	1000P 2/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	Unioader	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)	3,5		0, 0		0,02	_,		,,,,,	-, -			,
	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)									ŀ			
	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/
	455" Eng. A/T Toronado 455" Eng. A/T	15/32" 15/32"	Inner	9/32" 9/32"	3 Turns 3 Turns	9/64"	1/32"	3/16" 3/16"	9/64" 9/64"	3/4	2 - Rich 2 - Rich	15/64" 15/64"	900P L/S 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
976	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/
	Calif. A/T Olds. 350" Eng. A/T	5/16" 13/32"	Outer	3/8" 9/32"	2 Turns 3 Turns	3/32" 1/8"	1/32"	1/8" 3/16"	9/64"	3/4 1/2	2 - Rich	15/64"	1000P L/
	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.	1											
	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
977		13/32"	Innor	0/2011	2 Turns	3/30!!	1/2011	9/64"	2/16"	1/2	2 - Dich	7/32"	00001/6
	350" Eng. Fed. A/T Carb. No. 17057258	13/32	Inner	9/32"	3 Turns	3/32"	1/32"	9/64	3/16"	1/2	2 - Rich	1/32	900P L/S
	Fed. A/T	13/32"	Inner	9/32"	3 Turns		1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/
	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/
	Alt. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"		7/8	2 - Lean	9/32"	1600P H/
	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	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/
	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/
978	Oldsmobile 305" Eng.		1			7	T					 	
	17058202, 204			VID.	D_AT	1 P.4			TCI .				
	Fed. A/T 350" Eng.	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	300	7/8	2 - Lean	17/64''	1600P
	17058502, 504		/ 4	LALV.		14.1		Mr. C. I	. Dol	VULL			
	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					ĺ							
	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	10,02		5,02	0 ,	5,01	-,02	-,0	/	-/-	2 111011	3,10	
	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
975	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 (Ventura) 350" Eng. A/T	17/32" 3/8"	Inner Outer	9/32'' 3/8''	3 Turns 2 Turns	1/8" 3/32"	1/32" 1/64"	5/32" 1/8"	17/64" 7/64"	7/16 3/4	Index 1 - Rich	15/64" 15/64"	1800N H/ 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. All/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800N H/
	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
976	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
			1. 1	9/32"	3 Turns	21/64"	1/64"	5/32"		7/8	Index	21/64"	1600P H/
	350" Eng. Canada A/T	15/32"	Inner	-,		1		5,000	1/4"	1/2	1 - Rich	15/64"	1800P H/S
	350" Eng. Canada A/T 350" Eng. Carb. No.	15/32"			2 Turns	1/9"	1/30"			1/2			1800P H/S
	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T	15/32" 17/32"	Outer	3/8"	3 Turns 3 Turns	1/8" 1/8"	1/32" 1/32"	5/32" 5/32"	1/4"	1/2	1 - Rich	15/64"	
	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No.17056263 M/T	15/32" 17/32" 17/32" 17/32"	Outer Outer Outer	3/8" 3/8" 3/8"	3 Turns 3 Turns	1/8" 1/8"	1/32" 1/32"	5/32" 11/64"	1/4" 1/4"	5/8	1 - Rich	15/64"	1800N H/
	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No.17056263 M/T 455" Eng. Calif. A/T	15/32" 17/32" 17/32"	Outer Outer	3/8" 3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"				1800N H/
)7 7	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No.17056263 M/T 455" Eng. Calif. A/T Pontiac	15/32" 17/32" 17/32" 17/32" 17/32"	Outer Outer Outer Outer	3/8" 3/8" 3/8" 3/8"	3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8"	1/32" 1/32" 1/32"	5/32" 11/64" 11/64"	1/4" 1/4" 1/4"	5/8 1/2	1 - Rich 1 - Rich	15/64" 15/64"	1800N H/ 1800P H/
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No.17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T	15/32" 17/32" 17/32" 17/32" 17/32"	Outer Outer Outer Outer	3/8" 3/8" 3/8" 3/8"	3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8" 3/32"	1/32" 1/32" 1/32"	5/32" 11/64" 11/64" 9/64"	1/4" 1/4" 1/4" 3/16"	5/8 1/2	1 - Rich 1 - Rich 2 - Rich	15/64" 15/64" 7/32"	1800N H/ 1800P H/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No.17056263 M/T 455" Eng. Calif. A/T Pontiac	15/32" 17/32" 17/32" 17/32" 17/32"	Outer Outer Outer Outer	3/8" 3/8" 3/8" 3/8"	3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8"	1/32" 1/32" 1/32"	5/32" 11/64" 11/64" 9/64" 5/32" 9/64"	1/4" 1/4" 1/4" 3/16" 1/4" 1/4"	5/8 1/2	1 - Rich 1 - Rich	15/64" 15/64"	1800N H/ 1800P H/S 900P L/S 1800P H/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No. 17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T Carb. No. 17057262 A/T Calif. A/T Alt. A/T	15/32" 17/32" 17/32" 17/32" 17/32" 13/32" 17/32"	Outer Outer Outer Outer	3/8" 3/8" 3/8" 3/8" 9/32" 3/8"	3 Turns 3 Turns 3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8" 3/32" 1/8"	1/32" 1/32" 1/32" 1/32"	5/32" 11/64" 11/64" 9/64" 5/32"	1/4" 1/4" 1/4" 3/16" 1/4"	5/8 1/2 1/2 1/2	1 - Rich 1 - Rich 2 - Rich 1 - Rich	15/64" 15/64" 7/32" 7/32"	1800N H/ 1800P H/S 900P L/S 1800P H/S 1000P L/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No. 17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T Carb. No. 17057262 A/T Calif. A/T Alt. A/T 350" Eng. W/Single	15/32" 17/32" 17/32" 17/32" 17/32" 13/32" 13/32" 13/32" 13/32"	Outer Outer Outer Outer Inner Outer Inner	3/8" 3/8" 3/8" 3/8" 9/32" 9/32" 9/32"	3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8" 3/32" 1/8" 3/32" 3/32"	1/32" 1/32" 1/32" 1/32" 1/32" 1/32" 1/32"	5/32" 11/64" 11/64" 9/64" 5/32" 9/64" 9/64"	1/4" 1/4" 1/4" 3/16" 1/4" 1/4" 15/64"	5/8 1/2 1/2 1/2 1/2 1/2 1/2	1 - Rich 1 - Rich 2 - Rich 1 - Rich 2 - Rich 2 - Rich	15/64" 15/64" 7/32" 7/32" 7/32" 7/32"	900P L/S 1800P H/S 1800P H/S 1000P L/S 1000P L/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No. 17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T Carb. No. 17057262 A/T Calif. A/T Alt. A/T	17/32" 17/32" 17/32" 17/32" 17/32" 13/32" 17/32" 13/32"	Outer Outer Outer Outer Inner Outer Inner	3/8" 3/8" 3/8" 3/8" 9/32" 9/32"	3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8" 3/32" 1/8" 3/32"	1/32" 1/32" 1/32" 1/32" 1/32" 1/32"	5/32" 11/64" 11/64" 9/64" 5/32" 9/64"	1/4" 1/4" 1/4" 3/16" 1/4" 1/4"	5/8 1/2 1/2 1/2 1/2	1 - Rich 1 - Rich 2 - Rich 1 - Rich 2 - Rich	15/64" 15/64" 7/32" 7/32" 7/32"	1800N H/ 1800P H/S 900P L/S 1800P H/S 1000P L/S 1000P L/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No. 17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T Carb. No. 17057262 A/T Calif. A/T Alt. A/T 350" Eng. W/Single Vac. Break Calif. A/T Alt. A/T 400" Eng. Fed. A/T	15/32" 17/32" 17/32" 17/32" 17/32" 13/32" 13/32" 13/32" 15/32" 15/32" 17/32"	Outer Outer Outer Inner Outer Inner Inner Inner Inner Inner Outer	3/8" 3/8" 3/8" 3/8" 9/32" 9/32" 9/32" 9/32" 9/32" 3/8"	3 Turns	1/8" 1/8" 1/8" 3/32" 1/8" 3/32" 3/32" 21/64" 21/64"	1/32" 1/32" 1/32" 1/32" 1/32" 1/32" 1/32" 1/64" 1/64" 1/32"	5/32" 11/64" 11/64" 9/64" 5/32" 9/64" 9/64" 17/64" 9/32" 5/32"	1/4" 1/4" 1/4" 3/16" 1/4" 1/4" 15/64"	1/2 1/2 1/2 1/2 1/2 1/2 1/2 7/8 7/8 1/2	1 - Rich 1 - Rich 2 - Rich 2 - Rich 2 - Rich 2 - Rich 2 - Lean 2 - Lean 1 - Rich	15/64" 15/64" 7/32" 7/32" 7/32" 7/32" 9/32" 9/32" 9/32"	1800N H/ 1800P H/S 900P L/S 1800P H/S 1000P L/S 1600P H/S 1600P H/S 1800P H/S
977	350" Eng. Canada A/T 350" Eng. Carb. No. 17056568 A/T 400" - 455" Eng. A/T Carb. No. 17056263 M/T 455" Eng. Calif. A/T Pontiac 350" Eng. Fed. A/T Carb. No. 17057262 A/T Calif. A/T Alt. A/T 350" Eng. W/Single Vac. Break Calif. A/T Alt. A/T	15/32" 17/32" 17/32" 17/32" 17/32" 13/32" 13/32" 13/32" 15/32" 15/32"	Outer Outer Outer Outer Inner Inner Inner Inner	3/8" 3/8" 3/8" 3/8" 9/32" 9/32" 9/32" 9/32" 9/32"	3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns 3 Turns	1/8" 1/8" 1/8" 3/32" 1/8" 3/32" 3/32" 21/64" 21/64"	1/32" 1/32" 1/32" 1/32" 1/32" 1/32" 1/32" 1/64" 1/64"	5/32" 11/64" 11/64" 9/64" 5/32" 9/64" 9/64" 17/64" 9/32"	1/4" 1/4" 1/4" 3/16" 1/4" 1/4" 15/64"	5/8 1/2 1/2 1/2 1/2 1/2 1/2 7/8 7/8	1 - Rich 1 - Rich 2 - Rich 1 - Rich 2 - Rich 2 - Rich 2 - Lean 2 - Lean	15/64" 15/64" 7/32" 7/32" 7/32" 7/32" 9/32" 9/32"	1800N H/ 1800P H/S 900P L/S 1800P H/S 1000P L/S 1600P H/S 1600P H/S

Year	Make		Float Level	Pump Rod Location	Pump ·	Fast Idle (Bench)	Choke Rod	Air Valve Rod	Vacuum Break (Front)	Vacuum Break (Rear)	Air Valve Spring Turns	Auto Choke Setting	Unioader	Fast Idle * RPM
1978	Pontiac 301" Eng. 350" 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
	17058241 Fed. 17058202, 204	A/T	5/16"	Outer	3/8"	3 Turns	5/64"	1/64''	7/64"	3/32"	3/4	1 - Rich	7/32"	1550P
		A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	2 - Lean	17/64"	1600P
	17058203 Fed. 17058502, 504	M/T	15/32"		9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1300
		A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"		7/8	2 - Lean	17/64"	1600P
	Alt. 17058282, 284	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		7/8	2 - Lean	17/64"	1600P
		A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	9/64"		7/8	Index	17/64"	1600P
		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.	•												1
	17058264, 278													
	Fed. 17058274, 276,	A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	9/64"	1/4"	1/2	1 - Rich	3/16"	1800P
	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

1979-86	DATA	T401 E
18/8-90	DAIA	IABLE

YEAR						ABLE						
, EAR	MAKE		FLOAT LEVEL	PUMP ROD LOCATION	PUMP ROD	CHOKE	AIR VALVE ROD	VACUUM BREAK (FRONT)	VACUUM BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADER
1979	BUICK										,	1 1
	"CALIF. 305" ENG. V8	A/T	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN	38°
1	ALT. 305" ENG. V8 CALIF. 350"L ENG. V8	A/T	15/32"	OUTER	11/32"	38°	.015 .015	33°	:::	7/8 7/8	1-LEAN 2-LEAN	46° 38°
- 1	ALT. 350"L ENG. V8	A/T	15/32"	OUTER	11/32"	380	.015	33°		7/8	1-LEAN	46°
- 1	350"X ENG. V8	A/T	5/16"	OUTER	3/8"	180	.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°
- 1	CALIF. 350"R ENG. V8 ALT. 350"R ENG. V8	A/T A/T	13/32"	INNER	9/32"	19°	.030	24° 24°	36.5°	1/2	2-RICH 2-RICH	35°
	FED. 403" ENG. V8	A/T	13/32	INNER	9/32	180	.030	23°	30.5°	1/2	2-RICH	35°
	CALIF. 403" ENG. V8	A/T	13/32"	INNER	9/32"	19*	.030	24°	36.5°	1/2	2-RICH	35°
	ALT. 403" ENG. V8	A/T	13/32"	RANNI	9/32"	19*	.030	24°	32°	1/2	2-RICH	35°
1980-81	991011 991 1 990 911 1 91 91 91 91	A/T	13/32*	INNER	9/32~	17°	.025	26°	34*	1/2	N/A	35°
1982	BUICK 307" ENG.	A/T	13/32"	INNER	9/32"	15*	.025*	22*		1/2		35*
	4 BUICK 307" ENG. CANADA B BUICK 307" ENG. CANADA		13/32"	INNER	9/32" 9/32"	19.5° 15°	.025* .025*	23° 21°	34° 34°	1/2 1/2	N/A N/A	35* 27*
1979	CADILLAC 425" ENG. FED. CALIF./ALT.	A/T A/T	13/32"	INNER	9/32" 9/32"	16° 16°	.030	25° .	37° 28°	1/2	2-RICH 2-RICH	25° 25°
1980	CADILLAC 358" ENG. 49S	RΛ	13/32	INNER	9/32"	16*	.025*	254	24.	1/2	N/A	35°
	CARB. NO. 17080230 CARB. NO. 17080231		13/32	INNE8	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° 27°		7/8 7/8	1-LEAN 2-LEAN	38°
1	FED. CALIF.	M/T A/T	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN 2-LEAN	38°
- 1	ALT.	A/T	15/32"	OUTER	11/32"	38°	.015	330		7/8	1-LEAN	46°
- 1	FED. CARB. NO. 17059218,222	A/T	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN	38°
- 1	350" ENG. V8						.015	270		1	1-LEAN	380
	FED. CARB. NO. 17059210,228 FED. CARB. NO. 17059216,217	A/T	15/32"	INNER	9/32"	38°	.015	270		7/8	1-LEAN	380
- 1	FED. CARB. NO. 17059203	M/T	15/32	INNER	1/4"	38°	.015	270		7/8	2-LEAN	38°
	FED. CARB. NO. 17059211	M/T	15/32"	INNER	9/32"	38°	.015	270		1	2-LEAN	380
- 1	CALIF. ALT.	A/T.	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN 1-LEAN	38° 46°
		A/I	15/32	OUTER	11/32	30-	.0.5				, LECAN	1
1979	CHEV. & GMC TRUCK 305" ENG. VB FED.	A/T	15/32"	INNER	1/4"	38°	.015	270		7/8	1-LEAN	380
- 1	FED.	M/T	15/32"	INNER	1/4"	38°	.015	270		7/8	2-LEAN	38°
	CALIF.	A/T	15/32"	INNER	1/4"	38°	.015	28°	230	7/8	2-LEAN	38°
	350" ENG. V8 FED.	A/T M/T	15/32"	INNER	9/32"	46° 46°	.015		230	7/8 7/8	1-LEAN INDEX	42° 42°
	FED. CALIF.	ALL/T	15/32"	INNER	9/32"	46°	.015		26°	7/8	1-LEAN	420
- 1	ALT.	A/T	15/32"	OUTER	11/32"	46°	.015	30°		7/8	2-LEAN	42°
- 1	ALT, CARB. NO. 17059582,584	A/T	15/32~	OUTER	11/32"	38°	.015	33°	230	7/8	1-LEAN	46°
- 1	400" ENG. V8 454" ENG. V8	A/T	15/32"	INNER	9/32"	46°.	.015	28°	230	7/8 7/8	1-LEAN 3-LEAN	42° 42°
1980	CHEVROLET 305" ENG. CARB. NO. 170	80282, 284	7/15*	OUTER	11/32"	20°	.025"	25°	***	7/8	N/A	38°
1980	CHEVROLET & GMC TRUCK											
- 1	305" ENG. 49S	A/T	15/32"	INNER	9/32"	46°	.025		26° 26°	7/8 7/8	N/A N/A	42° 42°
- 1	350" ENG. 49S CARB. NO. 17080291 350" ENG. 49S CARB. NO. 17080205	M/T M/T	15/32"	INNER	9/32*	46°	.025		230	7/8	N/A	420
- 1	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.											
									23*			
1003	CARB. NOS. 17080201, 205, 208		15/32"	INNER	9/32"	46*	.025"			7/8	N/A	42*
	CARB. NOS. 17080290, 291, 292		15/32"	INNER	9/32"	46°	.025**		26*	7/8	N/A	42*
1979	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED.	A/T	15/32"	INNER	9/32"	46°	.025"	27°	26*	7/8	N/A 1-LEAN	42° 38°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222	A/T	15/32" 15/32" 15/32"	INNER INNER INNER	9/32" 1/4" 1/4"	46° 38° 38°	.025" .015 .015	27° 28°		7/8 7/8 7/8	N/A 1-LEAN 2-LEAN	42° 38° 38°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED.		15/32"	INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4"	38° 38° 38° 38°	.025" .015 .015 .015	27° 28° 27° 28°		7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN	38° 38° 38° 38° 38°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT.	A/T M/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER INNER INNER INNER INNER OUTER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32"	38° 38° 38° 38° 38° 38°	.025" .015 .015 .015 .015	27° 28° 27° 28° 33°		7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN	42* 38° 38° 38° 38° 46°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"LENG. CALIF.	A/T M/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER INNER INNER INNER INNER OUTER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4"	38° 38° 38° 38° 38° 38°	.025" .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28°		7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN 2-LEAN	38° 38° 38° 38° 46° 38°
	CARB. NOS. 17080290, 291, 292 OLOSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"L ENG. CALIF. ALT.	A/T A/T A/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER INNER INNER INNER INNER OUTER INNER OUTER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32"	38° 38° 38° 38° 38° 38° 38°	.025" .015 .015 .015 .015	27° 28° 27° 28° 33°		7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN	42* 38° 38° 38° 38° 46°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"LENG. CALIF.	A/T M/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER INNER INNER INNER INNER OUTER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4"	38° 38° 38° 38° 38° 38° 38° 18°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 23° 24°	30.5° 36.5°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 2-RICH 2-RICH	42* 38° 38° 38° 46° 38° 46° 35° 35°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"LENG. CALIF. ALT. 350"ENG. CALIF. ALT. ALT. ALT. ALT. ALT. ALT. ALT. ALT	A/T A/T A/T A/T A/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 18° 19°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 23° 24° 24°	30.5° 36.5° 32°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH	42* 38° 38° 38° 38° 46° 38° 46° 35° 35°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CARB. NO. 17059218,222 FED. ALT. 350"L ENG. CALIF. ALT. 350"R ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 550"R ENG. FED.	A/T A/T A/T A/T A/T A/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32"	INNER	9/32" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 18° 19° 19° 18°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 23° 24° 24° 23°	30.5° 36.5° 32° 30.5°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH	42* 38° 38° 38° 46° 38° 46° 35° 35° 35° 35°
	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"LENG. CALIF. ALT. 350"RENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. CALIF. ALT. 403" ENG. FED. CALIF.	TVA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 18° 19°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 24° 24° 24° 24° 24°	30.5° 36.5° 32°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH	42* 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35°
1979	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 4LT. 4LT. 4LT. 4LT. 4LT. 4LT. 4LT. 4	TA TA TA TA TA TA TA TA TA TA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 18° 19° 19°	.025" .015 .015 .015 .015 .015 .015 .015 .030 .030 .030 .030 .030 .030	27° 28° 27° 28° 33° 28° 33° 23° 24° 24° 23°	30.5° 36.5° 32° 30.5° 36.5°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH	42* 38° 38° 38° 46° 38° 46° 35° 35° 35° 35°
1979	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"LENG. CALIF. ALT. 350"RENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. CALIF. ALT. 403" ENG. FED. CALIF.	TVA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 18° 19° 19° 19°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 24° 24° 24° 24° 24° 24°	30.5° 36.5° 32° 30.5° 36.5° 32°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-REAN 1-RE	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35°
1979 1980-81 1982 1983-84	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 400" ENG. FED. CALIF. 400" ENG. 400 ENG.	TAA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 38° 19° 19° 19° 15° 19° 19°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 27° 28° 33° 28° 33° 24° 24° 24° 25° 22° 23°	30.5° 36.5° 32° 30.5° 35.5° 32° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN N/A	42* 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35°
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 0105MOBILE 307", 350" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA	TAA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 38° 38° 19° 19° 19° 17°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 28° 33° 24° 24° 24° 24° 24° 25° 22°	30.5° 36.5° 32° 30.5° 36.5° 32° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH 2-RICH 1-RICH	42* 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35° 35°
1979 1980-81 1982 1983-84	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. 610DSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA	TAA	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32"	INNER INNER INNER INNER INNER OUTER INNER INNER INNER INNER INNER INNER INNER INNER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 19° 17° 15° 19.5° 18.5°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 33° 33° 28° 24° 24° 24° 22° 24° 22° 21°	30.5° 36.5° 32° 30.5° 35.5° 32° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN 2-LEAN 1-LEAN	42* 38° 38° 38° 38° 46° 35° 45° 35° 35° 35° 35° 35° 35° 35°
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 0105MOBILE 307", 350" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA	A/T M/T A/T A/T A/T A/T A/T A/T A/T A/T A/T	15/32" 15/32" 15/32" 15/32: 15/32: 15/32: 15/32: 15/32: 13/32: 13/32: 13/32: 13/32: 13/32: 13/32: 13/32: 13/32: 13/32:	INNER INNER INNER INNER OUTER INNER OUTER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	38° 38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 17° 15° 19.5° 15° 38° 38°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 27° 28° 27° 28° 33° 33° 23° 24° 24° 24° 24° 25° 22* 23° 21°	30.5° 36.5° 30.5° 30.5° 36.5° 32° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN N/A N/A 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN 1-LEAN	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"B. ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. OLDSMOBILE 307", 350" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF.	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 1/4" 11/32"	38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 15° 15° 155° 185°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 27° 28° 33° 28° 33° 24° 24° 24° 24° 24° 21° 26° 22° 23° 21°	30.5° 36.5° 30.5° 36.5° 30.5° 36.5° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	N/A 1-LEAN 2-LEAN 2-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH N/A N/A N/A N/A 2-LEAN 1-LEAN 1-	42* 38° 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 38° 46° 38°
1979 1980-81 1982 1983-84 1985-86	CARR. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 405 ENG. 6010 ENG. 6	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 1/4" 11/32" 1/4" 11/32"	38° 38° 38° 38° 38° 38° 38° 19° 19° 118° 19° 17° 15° 19.5° 15° 38° 38° 38°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 27° 28° 33° 28° 33° 24° 24° 24° 22° 22° 22° 21° 28° 33° 22° 33° 21° 28° 33° 33°	30.5° 36.5° 30.5° 30.5° 30.5° 32° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 2-RICH 2-RICH 1-RICH 2-RICH 1-RICH 1-RI	42* 38* 38* 38* 38* 38* 38* 45* 35* 55* 55* 55* 55* 27* 38* 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38* 46° 38*
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARB. NO. 17059218,222 FED. CALIF. ALT. 350"A. ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 400" ENG. FED. CALIF. ALT. 300" ENG. CALIF. ALT. 300" ENG. CALIF. ALT. 305" ENG. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. CALIF. ALT. 350" ENG. CALIF.	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 1/4" 11/32"	38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 15° 15° 155° 185°	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 27° 28° 33° 28° 33° 24° 24° 24° 24° 25° 22* 23° 21° 28° 33° 28° 33° 23° 23° 23° 23°	30.5° 36.5° 30.5° 30.5° 36.5° 32° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1 - LEAN 2 - LEAN 2 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 2 - RICH 2 - RICH N - A N/A N/A N/A 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEA	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARR. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARR. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 350" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC. 305" ENG. CALIF. ALT. 350" ENG. CALIF. ALT. ALT. 350" ENG. CALIF. ALT. ALT. ALT. ALT. ALT. ALT. ALT. ALT	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/	38° 38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 117° 15° 19.5° 18° 38° 38° 38° 38° 38° 38° 38° 38° 38° 3	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 33° 28° 33° 28° 33° 24° 23° 24° 25° 22° 21° 28° 33° 21° 28° 33° 21° 28° 23° 21°	30.5° 36.5° 32° 30.5° 36.5° 32° 34° 34° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 1-LEAN 2-LEAN 1-LEAN 1-LE	42* 38° 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARR. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARR. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CANADA OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC. 305" ENG. CALIF. ALT. 350" ENG. FED. 400" ENG. FED.	A/T A/T A/T A/T A/T A/T A/T A/T A/T A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/4" 1/	46* 38° 38° 38° 38° 38° 38° 18° 19° 19° 19° 15* 19.5* 15* 38° 38° 38° 38° 38° 38° 38° 38° 38° 38	.025" .015 .015 .015 .015 .015 .015 .015 .030 .030 .030 .030 .030 .030 .030 .03	27° 28° 28° 33° 28° 33° 24° 24° 24° 24° 24° 24° 25° 22" 23° 21° 28° 33° 28° 28° 21° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 28° 21° 28°	30.5° 36.5° 30.5° 36.5° 30.5° 36.5° 34° 34° 34° 34° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1 - LEAN 2 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 2 - RICH 2 - RICH 2 - RICH 1 - RICH N - A N/A N/A N/A 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 1 - RIC	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CALIF. ALT. 350"A. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 405" ENG. FED. CALIF. ALT. 405" ENG. FED. CALIF. ALT. 505" ENG. FED. 400" ENG. FED.	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32"	INNER OUTER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 1/4" 11/32" 9/32" 1/4" 11/32" 9/32" 3/8" 3/8" 3/8"	38° 38° 38° 38° 38° 38° 38° 38° 19° 19° 17° 15° 19.5° 18.5° 18.6° 38° 38° 38° 38° 38° 38° 38° 38° 38° 38	.025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 33° 38° 38° 38° 24° 24° 24° 24° 24° 22° 23° 21° 28° 33° 21° 28° 33° 21° 28° 33° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 23° 23° 23° 23°	30.5° 36.5° 32° 36.5° 36.5° 32° 34° 34° 34° 34° 34° 36.5° 30.5° 30.5° 30.5°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1-LEAN 2-LEAN 2-LEAN 1-LEAN 1-LE	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARR. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CARR. NO. 17059218,222 FED. CALIF. ALT. 350" ENG. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 405" ENG. FED. CALIF. ALT. 405" ENG. FED. COLOSMOBILE 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350" ENG. FED. 400" ENG. 400	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32"	INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 11/4" 11/32" 11/4" 11/32" 1/4" 11/32" 1/4" 11/32" 1/4" 11/32" 1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32"	46* 38° 38° 38° 38° 38° 38° 18° 19° 19° 19° 15* 19.5* 15* 38° 38° 38° 38° 38° 38° 38° 38° 38° 38	.025" .015 .015 .015 .015 .015 .015 .015 .030 .030 .030 .030 .030 .030 .030 .03	27° 28° 28° 33° 28° 33° 24° 24° 24° 24° 24° 24° 25° 22" 23° 21° 28° 33° 28° 28° 21° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 28° 21° 28°	30.5° 36.5° 30.5° 36.5° 30.5° 36.5° 34° 34° 34° 34° 34° 34° 34°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1 - LEAN 2 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 2 - RICH 2 - RICH 2 - RICH 1 - RICH N - A N/A N/A N/A 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 1 - RIC	42* 38° 38° 38° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35
1979 1980-81 1982 1983-84 1985-86	CARB. NOS. 17080290, 291, 292 OLDSMOBILE 305" ENG. FED. FED. CALIF. ALT. 350"A. FED. CALIF. ALT. 403" ENG. FED. CALIF. ALT. 405" ENG. FED. CALIF. ALT. 405" ENG. FED. CALIF. ALT. 505" ENG. FED. 400" ENG. FED.	A/T	15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32" 13/32" 13/32" 13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32"	INNER OUTER INNER	9/32" 1/4" 1/4" 1/4" 1/4" 1/4" 11/32" 9/32" 9/32" 9/32" 9/32" 9/32" 9/32" 1/4" 11/32" 9/32" 1/4" 11/32" 9/32" 3/8" 3/8" 3/8"	38° 38° 38° 38° 38° 38° 38° 18° 19° 19° 17° 15° 19.5° 18° 38° 38° 38° 38° 38° 38° 38° 38° 38° 3	.025" .015 .015 .015 .015 .015 .015 .015 .030 .030 .030 .030 .030 .035 .025" .025" .015 .015 .015 .015 .015 .015 .015 .015	27° 28° 28° 28° 33° 28° 33° 24° 24° 24° 24° 24° 24° 22° 23° 21° 28° 33° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 21° 28° 23° 24° 24°	30.5° 36.5° 30.5° 36.5° 30.5° 36.5° 34° 34° 34° 34° 34° 36.5° 30.5° 30.5° 30.5° 38° 30.5°	7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8	N/A 1 - LEAN 2 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 2 - RICH 2 - RICH 2 - RICH 3 - RICH 1 - LEAN 2 - LEAN 1 - LEAN 2 - RICH 1 - RICH 2 - RICH 1 - RICH 2 - RIC	42° 38° 38° 38° 46° 38° 46° 35° 35° 35° 35° 35° 35° 35° 35° 35° 35

P = PARK
N = NEUTRAL
L/S = LOW STEP