



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

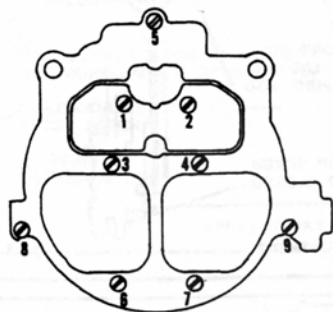
INSTRUCTION SHEET

ROCHESTER CARBURETOR—MODELS 4MC-4MV

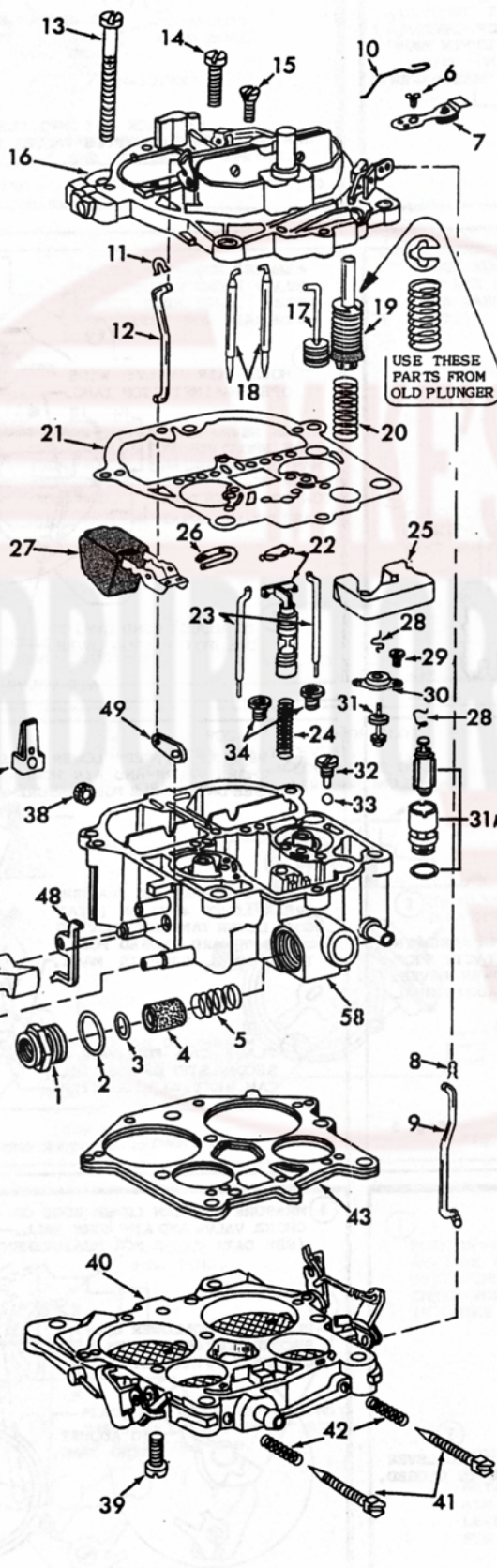
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GENERAL EXPLODED VIEW

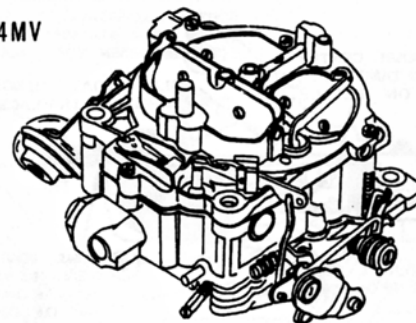
THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



BOWL COVER INSTALLATION
TIGHTEN BOWL COVER SCREWS
IN SEQUENCE AS SHOWN.



USE THESE
PARTS FROM
OLD PLUNGER



DISASSEMBLY

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

NOMENCLATURE

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

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER 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 VENT (7).)

REASSEMBLY

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

SPECIAL INSTRUCTIONS

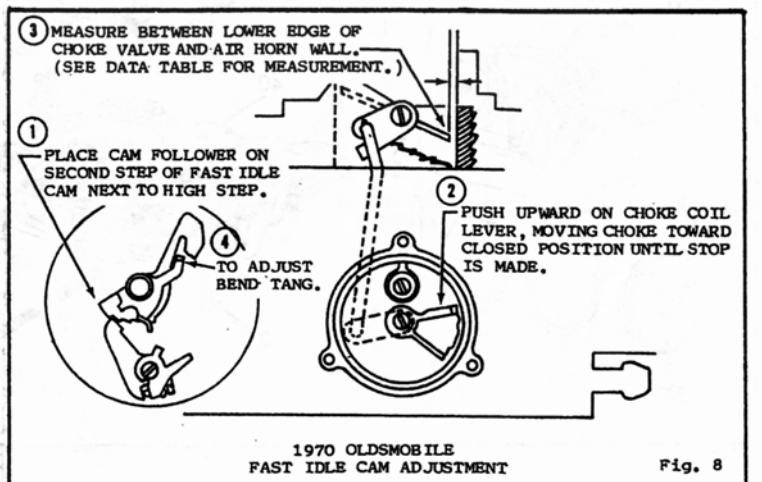
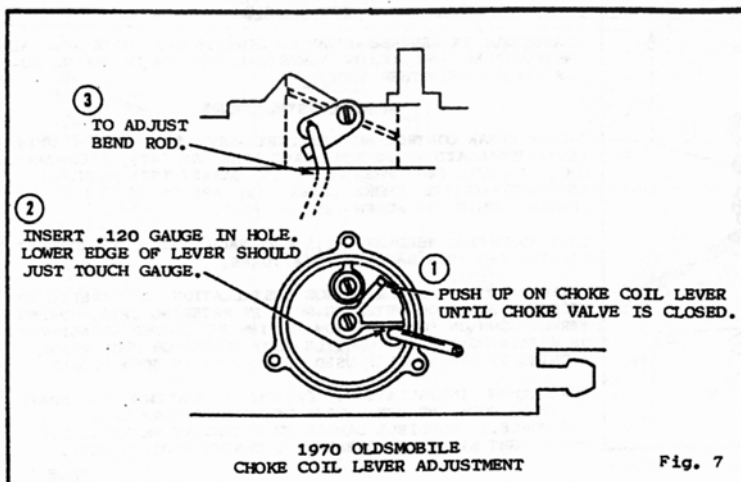
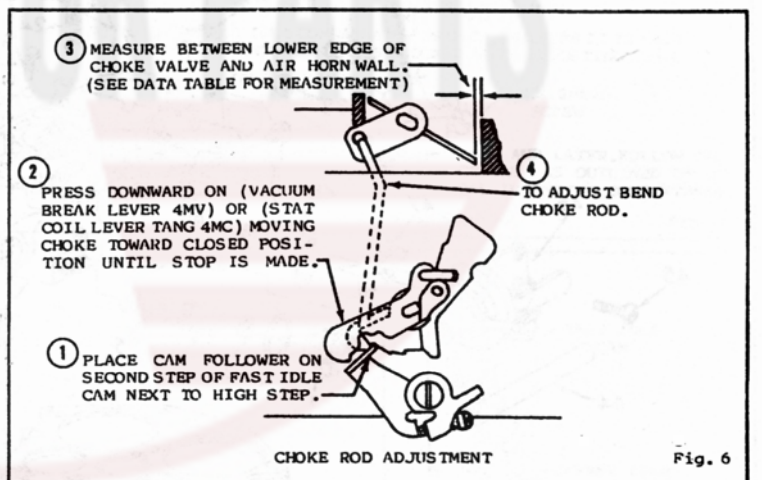
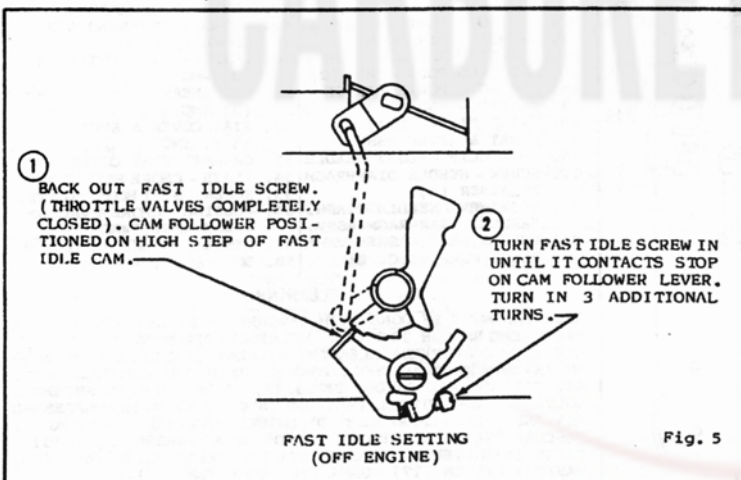
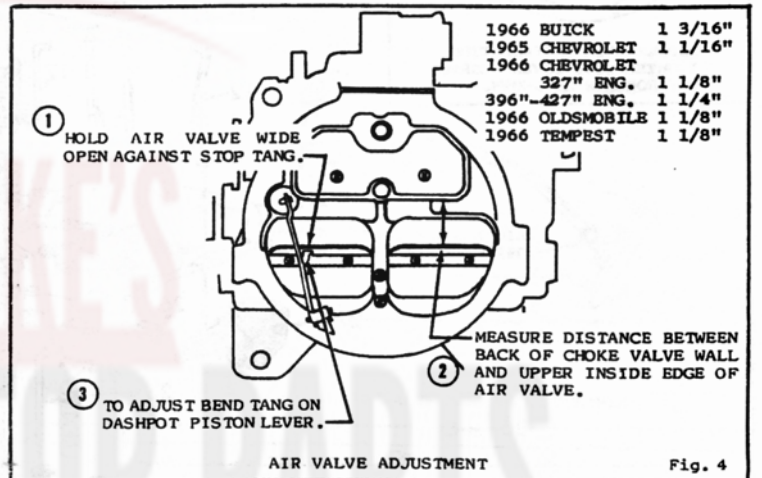
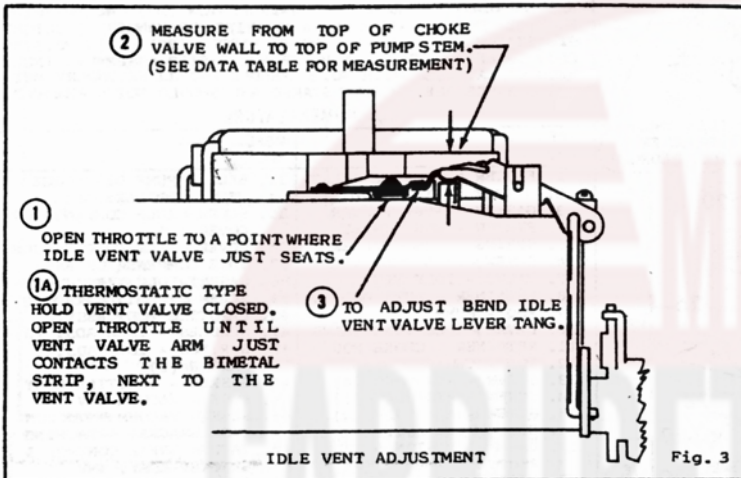
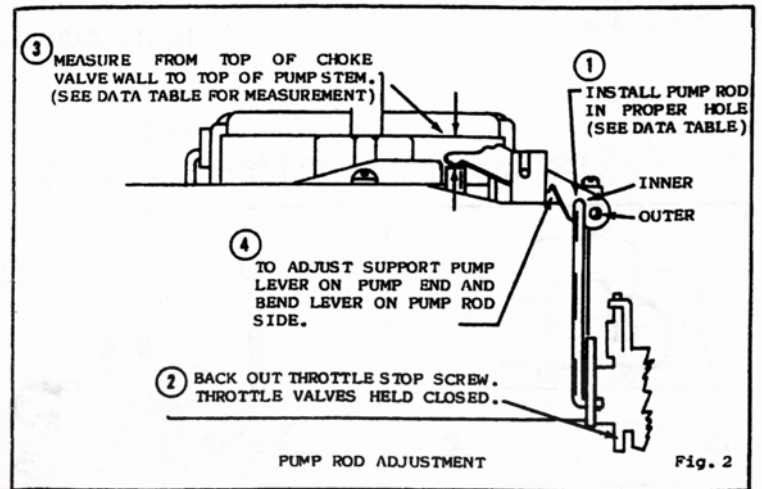
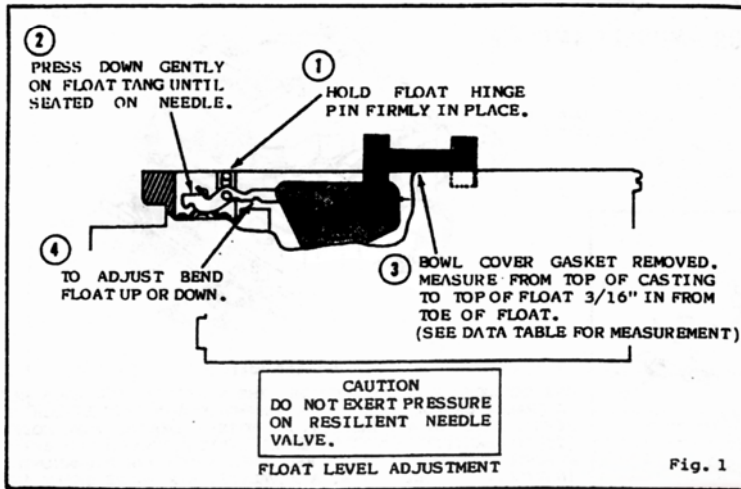
VACUUM BREAK CONTROL AND BRACKET ASSY. (46) OR VAC. UNIT (56) INSTALLATION. BE SURE FAST IDLE CAM (47), SECONDARY LOCKOUT LEVER (48) WHEN USED, AND GASKET (57) WHEN USED, AND INTERMEDIATE CHOKE LEVER (49) ARE IN PROPER PLACE BEFORE TIGHTENING SCREW (45) OR (55).

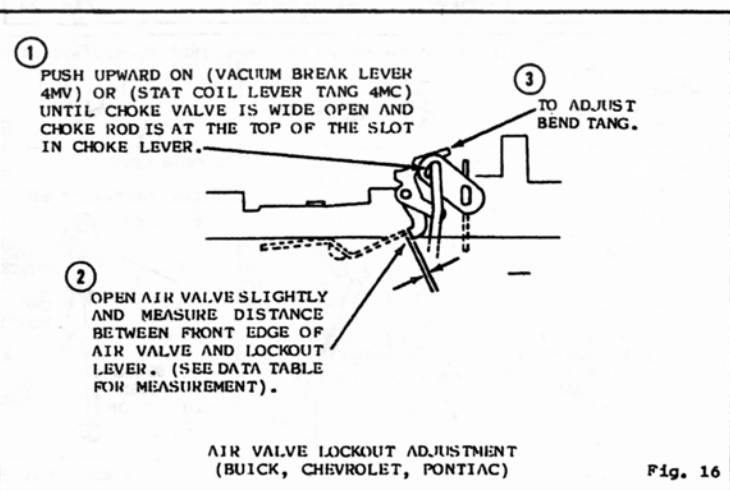
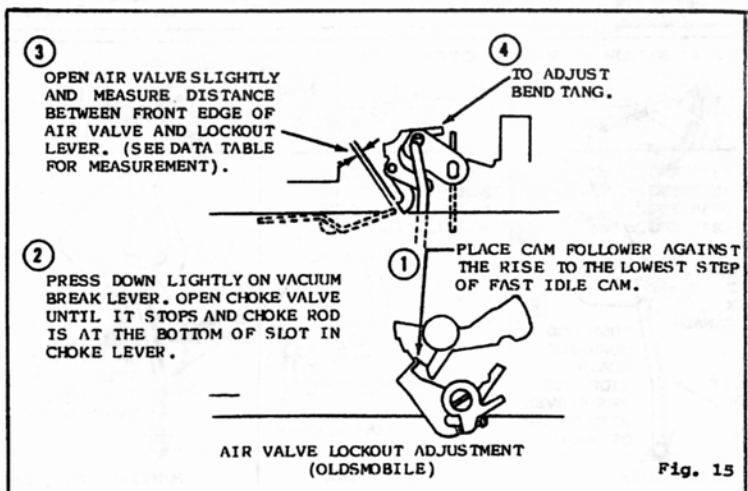
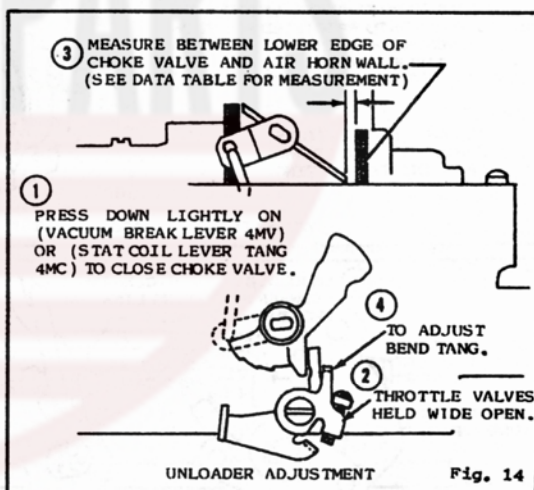
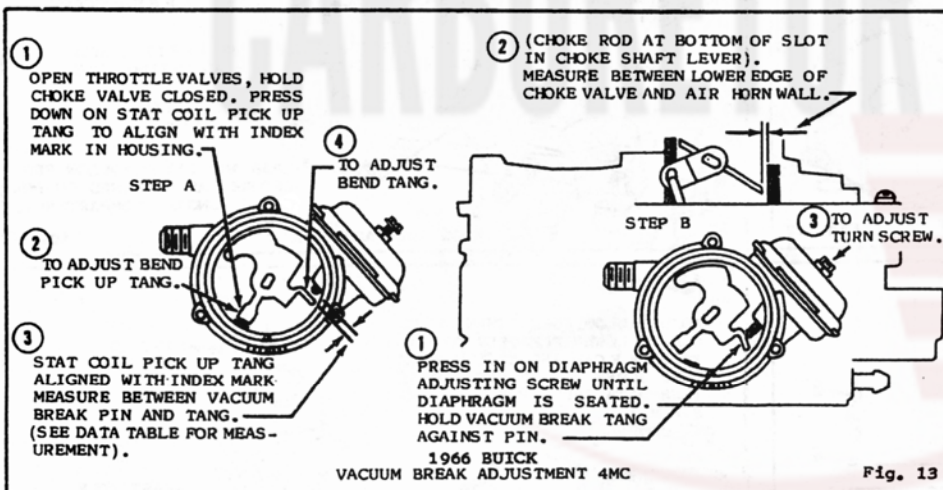
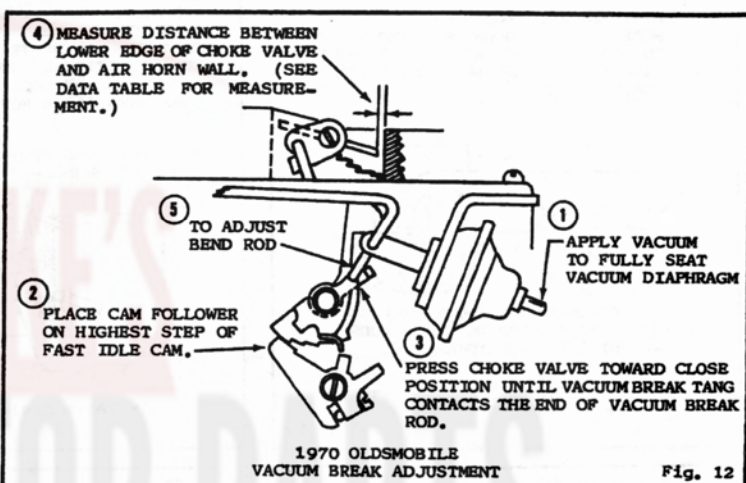
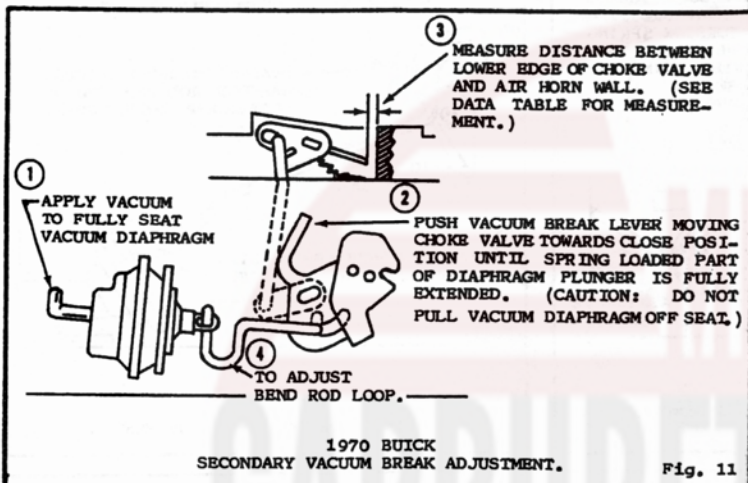
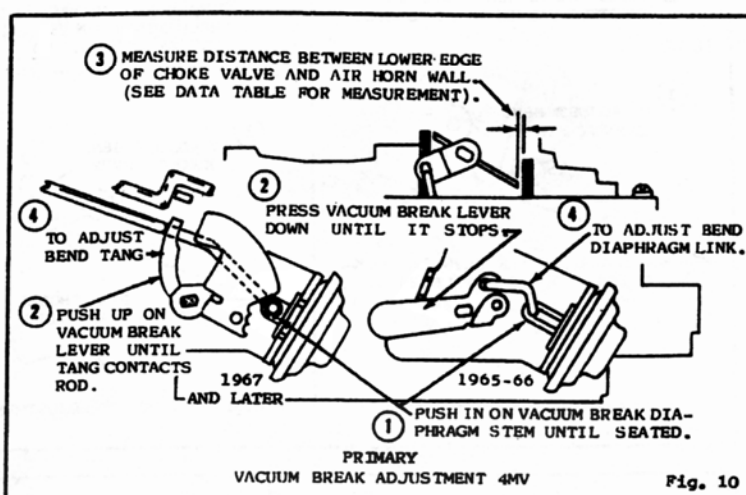
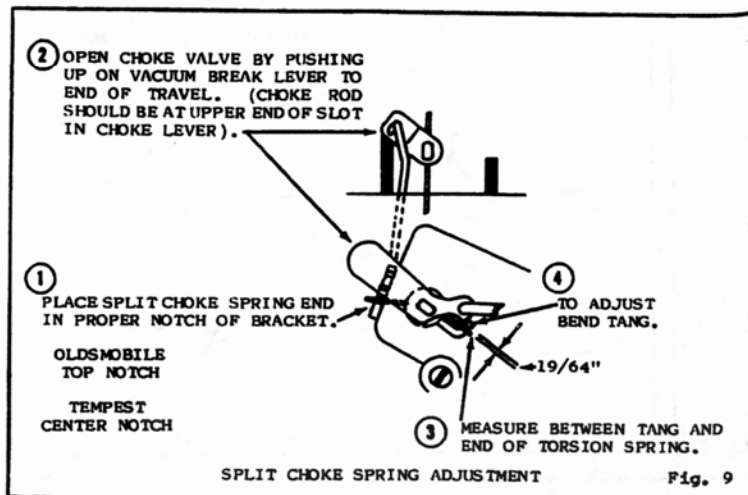
IDLE ADJUSTING NEEDLES (41). TURN EACH NEEDLE IN TO SEAT LIGHTLY AND THEN BACK OUT 3-4 TURNS.

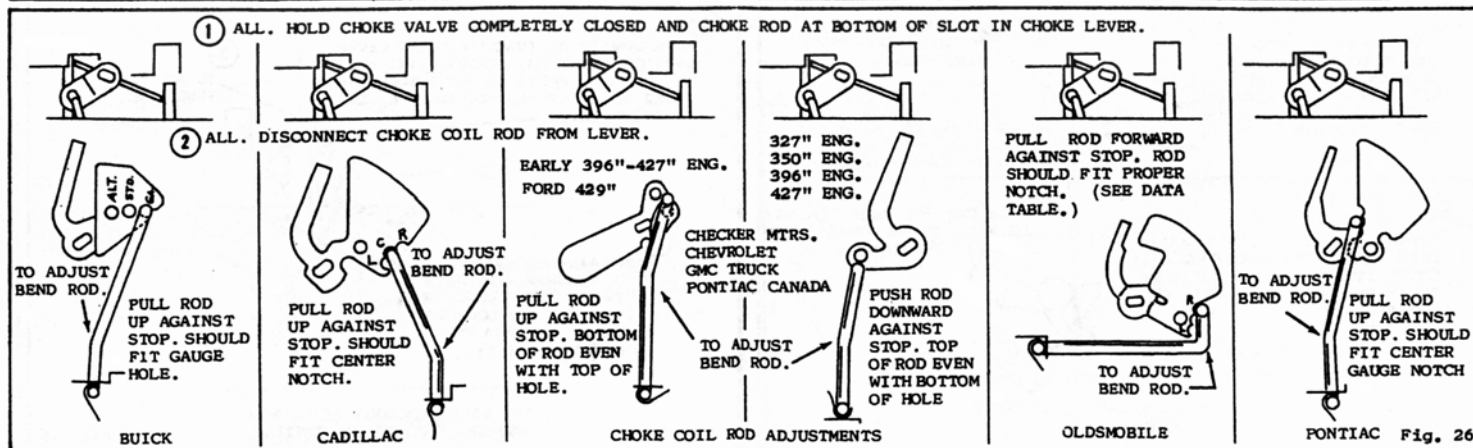
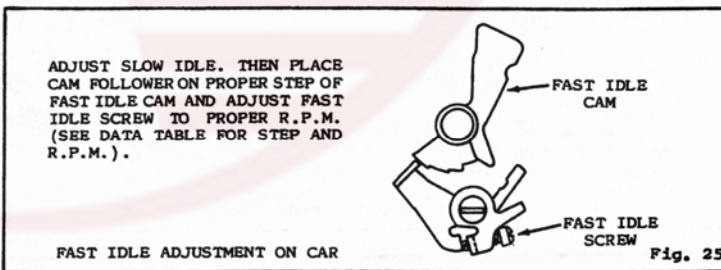
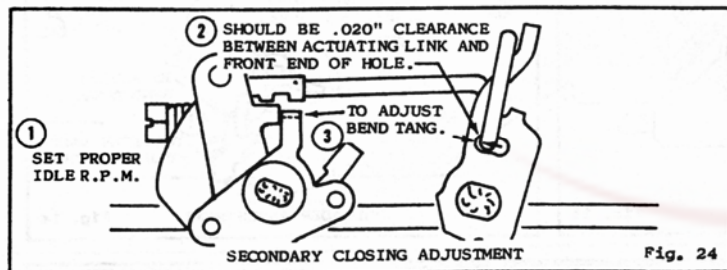
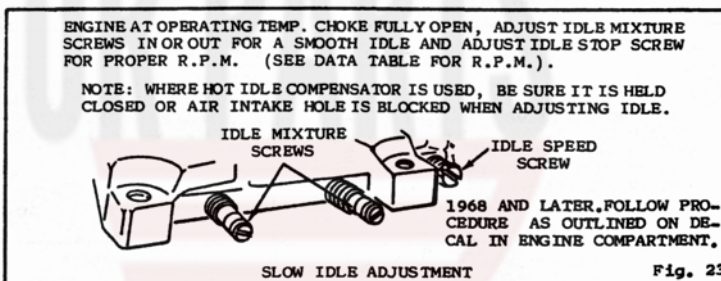
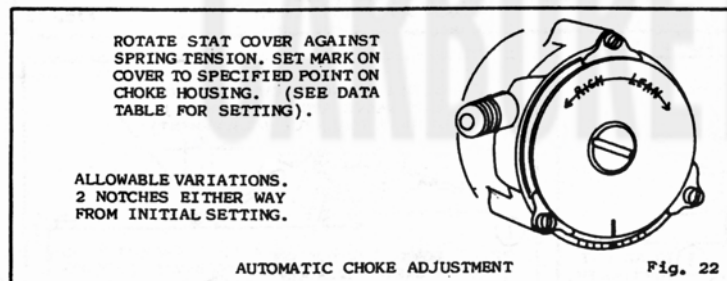
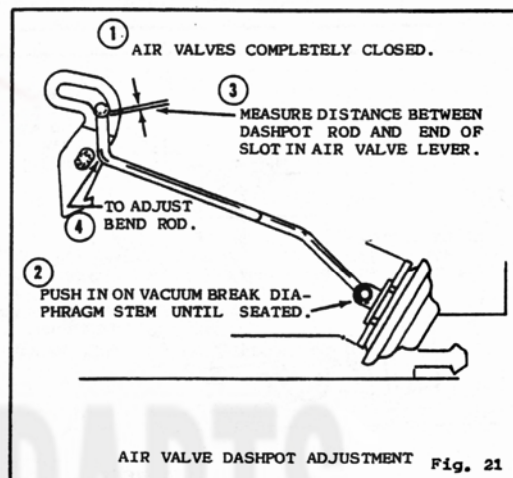
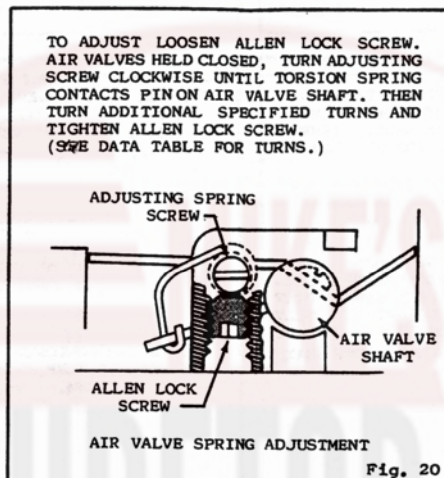
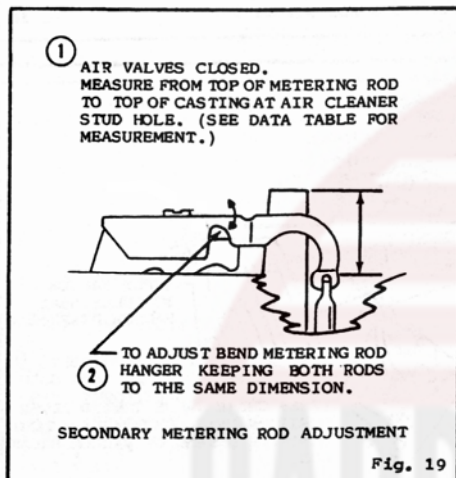
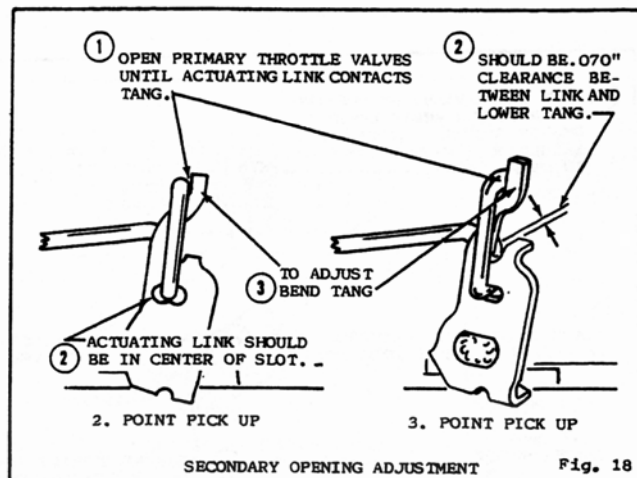
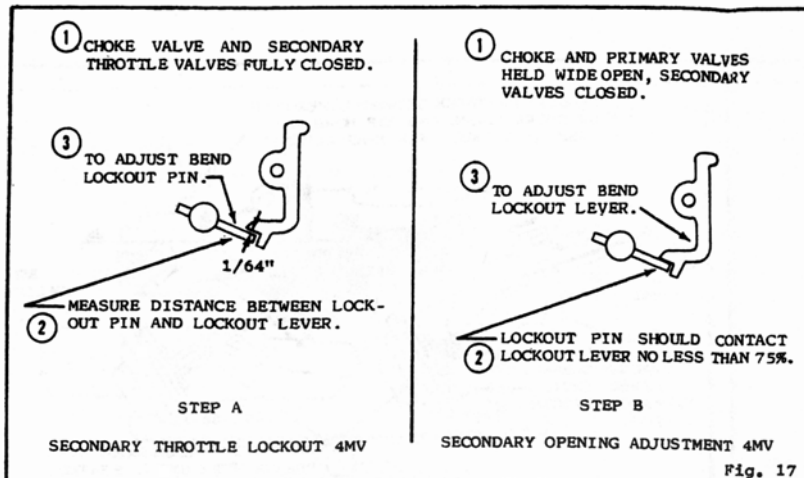
POWER PISTON AND METERING ROD INSTALLATION. BE CAREFUL TO PROPERLY POSITION METERING RODS IN METERING JETS. PRESS FIRMLY DOWN ON POWER PISTON TO INSURE EITHER ENGAGEMENT OF RETAINING PIN IN THROTTLE BODY GASKET OR PROPER POSITIONING OF SPRING CLIP USED ON PISTONS IN SOME MODELS.

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

ADJUSTMENTS







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.	Fast Idle 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.	S/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	(7/16 350" Eng.) (13/16 all others)	1/64"	Fig. 26	700	600	2200 H/S 1800 2/S 1500 2/S
1967	Beeumont 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	29/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S 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
	430" Eng. 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	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
1968	Buick 350" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		650 L/S
	400"-430" 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" Eng.	A/T See Note 1	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
1968	Buick 400" Eng. 7028246	S/T 7/16"	13/32"	1/2"	9/64"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
	7028247	A/T 7/32"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
	430" Eng. 7028248	S/T 7/32"	13/32"	1/2"	9/64"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
1969	Buick 350" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		620 L/S
	400"-430" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		720 L/S
	400" 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
	400" Eng. 7028248	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		620 L/S
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
	400"-430" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		650 L/S
	400" Eng. GS Stage 1 Opt.	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
1971	Buick 350" Eng.	A/T 15/32"	9/32"	----	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
	455" Eng.	S/T 5/16"	13/32"	----	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
	455" Eng. GS Stage 1 Opt.	A/T 3/8"	9/32"	----	1/8"	Pri. 7/32" Sec. 13/64"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
	455" Eng.	All/T 15/32"	9/32"	----	1/8"	Pri. 13/64" Sec. 5/32"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
	455" Eng.	All/T 15/32"	9/32"	----	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	800	600	650 L/S
	455" Eng.	A/T 13/32"	9/32"	----	1/8"	Pri. 3/16" Sec. 5/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	800	600	650 L/S
	455" Eng.	S/T 13/32"	9/32"	----	1/8"	Pri. 7/32" Sec. 13/64"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
1972	Buick 350" Eng.	A/T 15/32"	13/32"	----	1/8"	7/64"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	800/600	650/500	700 L/S
	455" Eng.	S/T 15/32"	9/32"	----	1/8"	7/64"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	800/600	650/500	820 L/S
	455" Eng.	All/T 13/32"	7/16"	----	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	900/600	850/500	700 L/S
1973	Buick 350" Eng. All/Models	All/T 15/32"	*	----	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge Notch	Note 2		920 L/S
	455" Eng.	A/T 13/32"	*	----	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2		700 L/S
	455" Eng.	S/T 13/32"	*	----	1/8"	Pri. 7/32" Sec. 13/64"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2		920 L/S
	455" Eng. w/stage 1	All/T 13/32"	*	----	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	7/16	1/64"	Gauge Notch	Note 2		700 L/S
1974	Buick 350" Eng. All/Models	A/T 15/32"	**	----	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	----	53/64"	11/16	1/32"	Gauge Notch	Note 2		700 L/S
	455" Eng.	A/T 13/32"	*	----	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	----	53/64"	7/16	1/32"	Gauge Notch	Note 2		700 L/S
	455" Eng. w/stage	A/T 13/32"	*	----	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	----	53/64"	7/16	1/32"	Gauge Notch	Note 2		700 L/S
1967	Cadillac ALL	A/T 1/4"	11/32"	----	3/32"	3/16"	5/16"	1/84"	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"	1/2	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	600		1950 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		1750 H/S
1972	Cadillac 472", 500" Eng.	All 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 7042232	All 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
	Except 7042236-239	All 3/8"	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.	All 1/4"	*	----	3/32"	13/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	Note 2		1900 H/S
	(7043233) Commercial	All 5/16"	**Calif.	----	3/32"	3/16"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	Note 2		1900 H/S
	500" Eng. Eldorado	All 3/8"	**Calif.	----	3/32"	7/32"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	Note 2		1900 H/S
1974	Cadillac 472" Std.	A/T 1/4"	*	----	7/64"	3/16"	19/64"	1/32"	27/32"	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
	(7044233) Commercial	A/T 9/32"	**	----	7/64"	3/16"	19/64"	1/32"	27/32"	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
	(7044234) Altitude	A/T 1/4"	**	----	3/32"	13/64"	19/64"	1/32"	27/32"	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"	27/32"	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"	27/32"	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
1967	Camaro 327"-350" Eng.	All 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
	wo/A.I.R.	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	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
	wo/A.I.R.	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
1967	Camaro 396" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	3/16"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	w/Needle & Seat	S/T 3/16"	9/32"	3/8"	3/32"	3/16"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
1968	Camaro 327"-350" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	327"-350" Eng.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	396" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	3/16"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
	396"-427" Eng.	S/T 3/16"	9/32"	3/8"	3/32"	3/16"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	500	2200 H/S
1969	Camaro 350" Eng.	A/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	600	2400 H/S
	396" Eng.	S/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	600	2400 H/S
	396" Eng.	A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	600	2400 H/S
1970	Camaro 350"-396" Eng.	S/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	(7/16 350" Eng.) (13/16 396" Eng.)	1/64"	Fig. 26	700	600	1800 2/S
	396" Eng.	A/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	700	600	1500 2/S
1971	Camaro 350"-402" Eng.	S/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600	600	1350 2/S
1973	Camaro 350" Eng. Hi Perf.	All/T 1/4"	*	----	7/16"	7/32"	29/64"	1/64"	27/32"	1	----	Fig. 26	Note 2		A/T 1600 H/S
	454" Eng.	All/T 1/4"	*	----	7/16"	7/32"	29/64"	1/64"	27/32"	11/16	----	Fig. 26	Note 2		S/T 1300 H/S
	454" Eng.	All/T 1/4"	*	----	7/16"	7/32"	29/64"	1/64"	27/32"	11/16	----	Fig. 26	Note 2		A/T 1600 H/S
1974	Camaro 350" Eng.	All/T 1/4"	*	----	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2		A/T 1600 H/S
	350" Eng.	All/T 1/4"	*	----	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	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"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	550-D	2200 H/S
1968															

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.
1967	Chevelle-Late w/Needle & Seat 396" Eng.	All A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
1968	Chevelle 327"-350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2000 H/S
	Hi. Perf. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	All S/T 3/16"	9/32"	3/8"	7/64"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevelle 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
1970	Chevelle 350"-396"-400"-454" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
1971	Chevelle 350"-402"-454" Eng.	All S/T 1/4"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1972	Chevelle 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	600/450	1500 2/S
	402"-454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	600/450	1500 2/S
1973	Chevelle 350" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Chevelle 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	400" Eng.	A/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Gauge Notch	Note 2	S/T1300H/S
	454" Eng.	S/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	A/T1600 H/S
1965	Chevrolet 396" Eng.	All A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2000 H/S
1966	Chevrolet 327" Eng. & w/A.I.R.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2000 H/S
	396"-427" Eng. & w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Chevrolet 327"-350" Eng.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396"-427" Eng. & w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Chevrolet-Late w/Needle & Seat 396"-427" Eng.	All A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2000 H/S
1969	Chevrolet 327"-350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
	Std. & Hi Perf.)	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1970	Chevrolet 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	427" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
1971	Chevrolet 350"-400"-454" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1972	Chevrolet 350"-402"-454" Eng.	All S/T 1/4"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1973	Chevrolet 350" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Chevrolet 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	400" Eng.	A/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Gauge Notch	Note 2	S/T1300 H/S
	454" Eng.	A/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	1600
1967	Chevy II 327" Eng. 350" Eng.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Chevy II 327"-350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	Hi. Per. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevy II 350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
1970	Chevy II 396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1968	Corvette 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	Std. & Hi. Perf.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Corvette 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	350" Eng. Hi. Perf.	All S/T 7/32"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
	427" Eng. Hi. Perf.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	750	2400 H/S
1970	Corvette 350" Eng.	All/T 3/16"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Corvette 350"-454" Eng.	All S/T 1/4"	5/16"	3/8"	3/32"	5/32"	1/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1972	Corvette 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	900/450	1500 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	900/450	1500 2/S
1973	Corvette 350" Eng. Hi. Perf.	All/T 1/4"	*	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Corvette 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	454" Eng.	All/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	S/T1300 H/S
1968	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevrolet Truck 350" Eng.	S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
1970	Chevrolet Truck 350"-400" Eng.	S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Chevrolet Truck 350" Eng.	S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	Note 2	1500 2/S
1972	Chevrolet Truck 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1500 2/S
	402" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1500 2/S
	402" Eng. Series 10-20-30	S/T 5/16"	*	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	A/T1500 2/S
	402" Eng. Series 10	A/T 1/4"	*	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	S/T1350 2/S
	402" Eng. Series 20-30	A/T 7/32"	*	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1500 2/S
1973	Chevrolet Truck 350" Eng.	All/T 1/4"	*	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	A/T1600 H/S
	C, K, P, -20, 30 & G, P, -30 Mtr. Home	All/T 1/4"	*	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	S/T1300 H/S
	454" Eng.	All 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	A/T1600 H/S

Year	Make	Floot 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	A/T-Dr.	Fast Idle R. P. M. In Naut.
1974	Chevrolet Truck 350" Eng.	All/T	1/4"	*	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 S/T1300
	350" Eng. w/carb. No's. 7044213	All/T	11/32"	*	7/16"	7/32"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600
	214, 215, 216, 7044513, 514	A/T	1/4"	*	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600
	400" Eng.	All/T	3/8"	*	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1700
1967	Firebird-400"-428" Eng.	A/T	3/16"	9/32"	3/8"	5/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	700	800	2500 H/S
1968	Firebird 250" Eng.	S/T	3/16"	9/32"	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	Note 2		2500 H/S
	All 350"-400" Eng.	A/T	5/16"	9/32"	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	Note 2		2500 H/S
1968-69	Firebird 400" Eng. Ram AIR	A/T	1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	Note 2		2500 H/S
	Carb. No. 7028270-273	S/T	1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	Note 2		2800 H/S
1969	Firebird 250" Eng.	S/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	----	53/64"	1/2	Center Notch	Note 2		2800 H/S
	350"-400"-428" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	3/16"	19/64"	----	53/64"	1/2	Center Notch	Note 2		2800 H/S
1970	400" Eng. Ram Air	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	----	53/64"	1/2	Center Notch	Note 2		2300 H/S
	Firebird 400" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	----	53/64"	1/2	Center Notch	Note 2		2800 H/S
1971	Firebird 400" Eng. & 455" Eng. Std.	All/T	9/32"	----	3/8"	7/64"	13/32"	----	1/64"	----	1/32"	Center Notch	950	650	2000 H/S
	455" Eng. Hi. Out put & w/AIR RAM	All/T	9/32"	----	----	3/32"	15/64"	----	1/64"	----	1/32"	Fig. 26	600	700	2000 H/S
1972	Firebird 400" Eng.	A/T	3/8"	13/32"	----	7/64"	13/64"	5/16"	1/64"	5/8	1/32"	Fig. 26	Note 2		1500 2/S
	455" Eng.	S/T	1/4"	13/32"	----	7/64"	13/64"	5/16"	1/64"	11/16	1/32"	Fig. 26	Note 2		1500 2/S
	455" Eng. Hi. Perf.	A/T	3/8"	13/32"	----	7/64"	13/64"	5/16"	1/64"	7/16	1/32"	Fig. 26	Note 2		1500 2/S
	455" Eng. Hi. Perf.	A/T	1/4"	7/16"	----	7/64"	19/64"	5/16"	1/64"	7/16	1/32"	Fig. 26	Note 2		1500 2/S
1973-74	Firebird 400" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	1/2	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	5/8	1/32"	Index	Note 2		1500 2/S
	455" Eng.	S/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	3/8	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	3/8	1/32"	Index	Note 2		1500 2/S
1970-71	Ford Motor Co. Cobra Jet 429" Eng.	A/T	11/32"	**	----	5/32"	3/16"	5/16"	1/64"	----	1/32"	Fig. 26	700	650	1850 2/S
		S/T	11/32"	**	----	5/32"	9/64"	5/16"	1/64"	----	1/32"	Fig. 26	700	----	750 3/S
1968	GMC Truck 396" Eng. 1/2-3/4 Ton	S/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Note 2		2400 H/S
	GMC Truck 327"-350" Eng.	S/T	1/4"	9/32"	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Note 2		2400 H/S
1969	GMC Truck 396" Eng.	S/T	1/4"	5/16"	3/8"	3/32"	1/4"	19/64"	1/64"	13/16"	----	1/64"	Note 2		1500 2/S
1970	GMC Truck 350"-400" Eng. Calif.	S/T	11/32"	----	----	7/64"	1/4"	----	----	(7/16 350" Eng.) (13/16 400" Eng.)	1/64"	Fig. 26	Note 2		1500 2/S
1971	GMC Truck 350" Eng.	S/T	1/4"	----	----	7/64"	1/4"	----	----	----	1/64"	Fig. 26	Note 2		1500 2/S
	Carb. Nos. 7041206, 09	S/T	11/32	INNER	----	3/32"	17/64"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1972	Carb. No. 7041208, 11	S/T	1/4"	INNER	----	3/32"	17/64"	19/64"	----	----	13/64"	Fig. 26	Note 2		----
	GMC Truck 350" Eng.	S/T	5/16"	INNER	----	3/32"	1/4"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1973	GMC Truck 350" Eng.	S/T	3/16"	INNER	----	3/32"	17/64"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
	Carb. Nos. 7402210, 11	S/T	3/16"	INNER	----	3/32"	7/32"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1974	GMC Truck 350" Eng.	S/T	1/4"	INNER	----	3/32"	1/4"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
	Carb. Nos. 7402218	S/T	1/4"	INNER	----	3/32"	1/4"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1970	GMC Truck 350" Eng.	S/T	5/16"	INNER	----	3/32"	17/64"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
	Carb. Nos. 7402219	S/T	5/16"	INNER	----	3/32"	17/64"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1973	GMC Truck 350" Eng.	S/T	3/16"	INNER	----	3/32"	7/32"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
	Carb. Nos. 7402910, 11	S/T	3/16"	INNER	----	3/32"	7/32"	29/64"	----	----	13/64"	Fig. 26	Note 2		----
1973-74	GMC Truck 350" Eng.	S/T	11/32"	*	----	7/16"	7/32"	29/64"	1/64"	1/2	----	Fig. 26	Note 2		A/T1600 H/S
	C, K, P, 20, 30 & G, P, -30 Mtr. Home	S/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	1/2	----	Fig. 26	Note 2		S/T1300 H/S
1974	350" Eng. G-10	All/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	1/2	----	Fig. 26	Note 2		A/T1600 H/S
	454" Eng.	All	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	11/16	----	Fig. 26	Note 2		A/T1600 H/S
1970	Monte Carlo 350"-400"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	(7/16 350" Eng.) (13/16 all/others)	1/64"	Fig. 26	700	600	1800 2/S
	350" Eng. w/carb. No's. 7044213	All/T	11/32"	*	----	7/16"	7/32"	29/64"	----	7/8	1/64"	Gauge Notch	Note 2		1600
1971	Monte Carlo 350"-402"-454" Eng.	A/T	1/4"	----	----	3/32"	17/64"	29/64"	----	----	1/64"	Gauge Notch	Note 2		1600
	400" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	3/4	1/64"	Gauge Notch	Note 2		1700
1972	Monte Carlo 350" Eng.	All/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	1/64"	Gauge Notch	Note 2		1700
	402"-454" Eng.	All/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	----	----	1/64"	Gauge Notch	Note 2		1700
1973	Monte Carlo 350" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	1/2	----	Fig. 26	Note 2		1700
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	11/16	----	Fig. 26	Note 2		1700
1974	Monte Carlo 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	7/8	1/64"	Gauge Notch	Note 2		1700
	400" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	3/4	1/64"	Gauge Notch	Note 2		1700
1970	Nova 350" Eng.	A/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	7/16	1/64"	Fig. 26	700	600	1800 2/S
	455" Eng.	A/T	3/8"	*	----	7/16"	1/4"	29/64"	----	7/16	1/64"	Fig. 26	700	600	1500 2/S
1971	Nova/Chevy II 350" Eng.	S/T	1/4"	----	----	3/32"	17/64"	29/64"	----	----	1/64"	Fig. 26	600	600	1350 2/S
	400" Eng.	A/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	1/64"	Fig. 26	600	600	1500 2/S
1972	Nova/Chevy II 350" Eng.	All/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	1/64"	Fig. 26	900/450	600/450	1350 2/S
	402"-454" Eng.	All/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	----	----	1/64"	Fig. 26	900/450	600/450	1500 2/S
1973	Nova 350" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	1/2	----	Fig. 26	Note 2		A/T1600 H/S
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	11/16	----	Fig. 26	Note 2		A/T1600 H/S
1974	Monte Carlo 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 H/S
	400" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	3/4	1/64"	Gauge Notch	Note 2		1600
1970	Nova 350" Eng.	A/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	7/16	1/64"	Fig. 26	700	600	1800 2/S
	455" Eng.	A/T	3/8"	*	----	7/16"	1/4"	29/64"	----	7/16	1/64"	Fig. 26	700	600	1500 2/S
1971	Nova/Chevy II 350" Eng.	S/T	1/4"	----	----	3/32"	17/64"	29/64"	----	----	1/64"	Fig. 26	600	600	1350 2/S
	400" Eng.	A/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	1/64"	Fig. 26	600	600	1500 2/S
1972	Nova/Chevy II 350" Eng.	All/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	1/64"	Fig. 26	900/450	600/450	1350 2/S
	402"-454" Eng.	All/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	----	----	1/64"	Fig. 26	900/450	600/450	1500 2/S
1973	Nova 350" Eng.	All/T	1/4"	*	----	7/16"	1/4"								

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.	All/T	1/4"	---	9/64"	7/32"	13/64"	1/64"	---	1/2	1/32"	Center Notch	750	1050 L/S	
		All/T	1/4"	---	9/64"	7/32"	13/64"	1/64"	---	3/4	1/32"	Center Notch	600	1050 L/S	
		S/T	1/4"	*	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Center Notch	750	1050 L/S	
		A/T	1/4"	*	11/64"	13/64"	13/64"	1/32"	---	3/4	3/64"	Center Notch	650	1050 L/S	
		A/T	1/4"	*	11/64"	13/64"	13/64"	1/32"	---	3/4	3/64"	Center Notch	600	1050 L/S	
1972	Toronado 455" Eng. Oldsmobile 350" Eng. 455" Eng. 4-4-2, 455" Eng.	All/T	1/4"	3/8"*	15/64"	15/64"	13/64"	1/32"	---	1/2	3/64"	Index	Note 2	1100 L/S	
		All/T	1/4"	3/8"*	15/64"	7/32"	13/64"	1/32"	---	3/4	3/64"	Index	Note 2	1100 L/S	
		All/T	1/4"	3/8"*	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Index	Note 2	1100 L/S	
		A/T	1/4"	*	15/64"	13/64"	5/16"	1/32"	---	1/2	---	Index	Note 2	1000 L/S	
		S/T	1/4"	*	15/64"	9/32"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 L/S	
1973-74	Oldsmobile 350" Eng. 455" Eng. 455" Eng. Commercial 455" Eng. Hi. Perf. Calif.	A/T	1/4"	*	15/64"	13/64"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 L/S	
		A/T	1/4"	*	15/64"	7/32"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 L/S	
		A/T	1/4"	*	15/64"	9/32"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 L/S	
		A/T	1/4"	*	15/64"	7/32"	5/16"	1/32"	---	3/4	---	Index	Note 2	1000 L/S	
		A/T	1/4"	*	15/64"	9/32"	19/64"	1/32"	---	3/4	1/32"	Index	Note 2	1000-P	
1967	Pontiac 400"-428" Eng. & w/A.I.R. & w/A. I. R.	A/T	3/16"	9/32"*	3/8"	3/64"	5/32"	21/64"	1/64"	1/2	1/32"	Center Notch	600	2500 H/S	
		S/T	3/16"	9/32"*	3/8"	3/32"	15/64"	21/64"	1/64"	1/2	1/32"	Center Notch	600	2500 H/S	
		A/T	1/4"	9/32"*	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		S/T	1/4"	9/32"*	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	1000	2300 H/S
		A/T	9/32"	9/32"*	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	950	2000 H/S
1970	Pontiac 400"-455" Eng. Pontiac 400" Eng. & 455" Eng. Std. Pontiac 400" Eng.	All/T	9/32"	9/32"*	3/8"	7/64"	13/32"	---	1/64"	---	1/32"	Fig. 26	600	2000 H/S	
		All/T	9/32"	9/32"*	3/8"	7/64"	13/32"	---	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S	
		S/T	9/32"	9/32"*	3/8"	7/64"	13/32"	---	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S	
		A/T	3/8"	13/32"*	---	7/64"	13/64"	5/16"	1/64"	---	5/8	1/32"	Fig. 26	Note 2	1500 2/S
		A/T	1/4"	13/32"*	---	7/64"	13/64"	5/16"	1/64"	---	11/16	1/32"	Fig. 26	Note 2	1500 2/S
1972	455" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"*	---	7/64"	13/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		A/T	1/4"	7/16"*	---	7/64"	19/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		S/T	1/4"	7/16"*	---	7/64"	21/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		A/T	13/32"	*	---	13/64"	17/64"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
1973-74	Pontiac 400" Eng. Altitude 455" Eng. Altitude Hi. Perf.	A/T	13/32"	*	---	13/64"	17/64"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	17/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
1967	Pontiac Canada 327" Eng. 396"-427" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	1/64"	7/8	1/64"	Fig. 26	500	2200 H/S	
		S/T	9/32"	9/32"*	3/8"	3/32"	13/64"	21/64"	1/64"	7/8	1/64"	Fig. 26	500	2200 H/S	
		A/T	9/32"	9/32"*	3/8"	3/32"	5/32"	21/64"	1/64"	7/8	1/64"	Fig. 26	500	2200 H/S	
		S/T	9/32"	9/32"*	3/8"	3/32"	1/4"	21/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	---	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
1968	Pontiac Canada 327" Eng. 396"-427" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
		A/T	1/4"	5/16"	---	7/64"	1/4"	29/64"	---	---	(7/16 350" Eng.) (13/16" 454" Eng.)	1/64"	Fig. 26	700	1800 H/S
1970	Pontiac Canada 350"-454" Eng. 400"-455" Eng.	S/T	1/4"	5/16"	---	7/64"	9/32"	29/64"	---	---	1/64"	Fig. 26	950	1500 2/S	
		A/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	1/32"	Center Notch	950	2000 H/S	
		A/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
		A/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
		A/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
1966	Tempest 230" Eng. Tempest Early 230" Eng. Late 230" Eng. Tempest 400" Eng.	All/T	7/32"	9/32"*	3/8"	3/32"	9/64"	5/16"	1/64"	1/2	---	Fig. 26	600	2800 H/S	
		All/T	7/32"	9/32"*	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2800 H/S
		All/T	3/16"	9/32"*	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2800 H/S
		A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
		S/T	3/16"	9/32"*	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
1968	Tempest 250" Eng. Alt 350"-400" Eng.	All/T	5/16"	9/32"*	3/8"	5/64"	1/4"	19/64"	1/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S	
		A/T	5/16"	9/32"*	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		A/T	1/4"	9/32"*	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		S/T	1/4"	9/32"*	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
		A/T	1/4"	9/32"*	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1968-69	Tempest 400" Eng. Ram Air Carb. No. 7028270-273	A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2600 H/S
		S/T	3/16"	9/32"*	3/8"	3/32"	3/16"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
		A/T	9/32"	9/32"*	3/8"	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2300 H/S
		A/T	9/32"	9/32"*	3/8"	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
		All/T	9/32"	---	3/8"	7/64"	1/4"	---	---	---	---	1/32"	Center Notch	1050	2500 H/S
1970	Tempest 400" Eng. Ram Air 400"-455" Eng.	All/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	1/32"	Center Notch	950	2000 H/S
		All/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
		All/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
		All/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
		All/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	---	---	---	---
1971	Tempest 400" Eng. & 455" Eng. Std. 455" Eng. Hi Output & w/air ram	All/T	9/32"	---	3/32"	15/64"	---	1/64"	---	---	---	Fig. 26	600	2000 H/S	
		All/T	9/32"	---	3/32"	A/T7/16"	---	1/64"	---	---	---	Fig. 26	600	2000 H/S	
		All/T	9/32"	---	3/32"	S/T3/8"	---	---	---	---	---	---	---	---	
		All/T	9/32"	---	3/32"	A/T7/16"	---	---	---	---	---	---	---	---	
		All/T	9/32"	---	3/32"	A/T7/16"	---	---	---	---	---	---	---	---	
1972	Tempest/Lemans 400" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"*	---	7/64"	13/64"	5/16"	1/64"	---	1/32"	Fig. 26	Note 2	1500 2/S	
		S/T	1/4"	13/32"*	---	7/64"	21/64"	5/16"	1/64"	---	11/16	1/32"	Fig. 26	Note 2	1500 2/S
		A/T	3/8"	13/32"*	---	7/64"	13/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		A/T	1/4"	7/16"*	---	7/64"	19/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
		S/T	1/4"	7/16"*	---	7/64"	21/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	1500 2/S
1973	Tempest 400" Eng. Altitude 455" Eng. Altitude Hi. Perf.	All/T	13/32"	**	---	13/64"	17/64"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
		S/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	5/8	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	17/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S
1974	Tempest/Lemans 350" Eng. 400" Eng. Altitude 455" Eng. Altitude	All/T	13/32"	*	---	13/64"	9/32"	5/16"	1/64"	---	1/2	Index	Note 2	1500 2/S	
		A/T	13/32"	*	---	13/64"	17/64"	5/16"	1/64"	---	1/2	---	Index	Note 2	1500 2/S
		S/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	5/8	---	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	1500 2/S
		A/T	13/32"	**	---	13/64"	19/64"	5/16"	1/64"	---	3/8	1/32"	Index	Note 2	1500 2/S

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

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

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

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

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

L/S = Low Step

H/S = High Step

2/S = Second Step

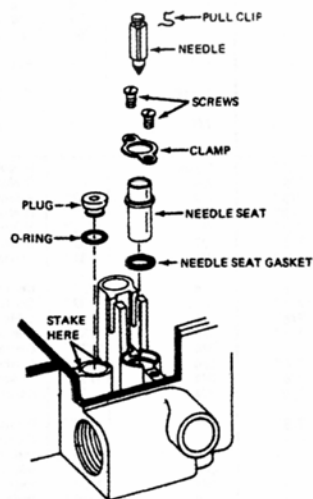
3/S = Third Step

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

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

SPECIAL INSTRUCTIONS

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



- Remove diaphragm and needle assembly.
- 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.
- Install gasket on needle seat, then insert into diaphragm channel and secure in place with new clamp and existing screws.
- Install needle, pull clip and float. Set float level to 1/8".