



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.

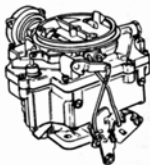
INSTRUCTION SHEET

ROCHESTER CARBURETOR—MODELS 4G-4GC

50-367

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: BOWL COVER MOUNTED AUTOMATIC CHOKE MODELS USUALLY ONLY REQUIRE REMOVAL OF STAT COVER OR VACUUM UNIT. CAUTION: IF CHOKE SHAFT REQUIRES REMOVAL, CHOKE VALVE SCREWS ARE STAKED OVER, AND STAKING MUST BE FILED OFF BEFORE SCREWS ARE TURNED. HOT WATER TYPE STAT COVERS SHOULD NOT BE DISASSEMBLED UNLESS PARTS ARE BEING REPLACED, AND SHOULD NOT BE IMMERSSED IN CLEANER OR SOLVENT. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (43) OR (44). WHEN REMOVING FLOATS (36) AND (38), MARK EACH ONE AS TO THE SIDE IT BELONGS. NOTE. (PRIMARY SIDE HAS PUMP CIRCUIT AND CHOKE VALVE). IF MAIN METERING JETS (50) AND (55) ARE REMOVED, NOTE SIZE NUMBER STAMPED ON JETS AND TO WHICH BOWL THEY ARE REMOVED. THE JETS MUST BE INSTALLED IN PAIRS.

NOMENCLATURE

REF. NO.	REF. NO.
1. FITTING-FUEL INLET	45. SPRING-POWER PISTON
2. GASKET-FUEL INLET FITTING	46. SPRING-FLOAT BALANCE
3. SCREEN-FUEL INLET	47. SCREW & LOCKWASHER-SECONDARY VENTURI CLUSTER
4. RETAINER-PUMP ROD UPPER	48. SECONDARY VENTURI CLUSTER
5. RETAINER-PUMP ROD LOWER	49. GASKET-SEC. VENTURI CLUSTER
6. ROD-PUMP	50. JETS-SECONDARY MAIN METERING
7. RETAINER-CHOKE ROD UPPER	51. SCREW & LOCKWASHER-PRIMARY VENTURI CLUSTER
8. RETAINER-CHOKE ROD LOWER	52. PRIMARY VENTURI CLUSTER
9. ROD-CHOKE	53. GASKET-PR. VENTURI CLUSTER
10. SCREW-FAST IDLE CAM	54. INSERTS-MAIN WELL
11. CAM-FAST IDLE	55. JETS-PRIMARY MAIN METERING
12. RETAINER-INTERMEDIATE CHOKE ROD	56. VALVE & GASKET ASSY.-POWER
13. ROD-INTERMEDIATE CHOKE	57. SPRING-PUMP RETURN
14. SCREW AND LOCKWASHER-STAT RETAINER	58. BALL-PUMP INTAKE (USED IN TYPES WITH SEAT IN CASTING)
15. RETAINER-STAT COVER PLAIN	59. GUIDE-PUMP DISCHARGE BALL
16. RETAINER-STAT COVER TOOTHED	60. SPRING-PUMP DISCHARGE BALL
17. STAT COVER AND SPRING ASSY.	61. BALL-PUMP DISCHARGE
18. GASKET-STAT COVER	62. SCREW-IDLE COMPENSATOR VALVE
19. PLATE-CHOKE BAFFLE	63. VALVE-IDLE COMPENSATOR
20. SCREW-CHOKE HOUSING	64. GASKET-IDLE COMPENSATOR VALVE
21. HOUSING-CHOKE & PISTON ASSY.	65. SCREW & LOCKWASHER-THROTTLE BODY ATTACHING (CENTER HOLE)
22. GASKET-CHOKE HOUSING	66. SCREW & LOCKWASHER-THROTTLE BODY ATTACHING
23. SCREW-IDLE VENT VALVE	67. THROTTLE BODY ASSEMBLY
24. SHIELD-IDLE VENT VALVE	68. GASKET-BODY FLANGE
25. VALVE-IDLE VENT	68A. GASKET-BODY FLANGE WITH VAPOR VENT SLOTS, WILL REPLACE #68
26. SCREW-TRIP LEVER	69. AUXILIARY THROTTLE VALVE ASSY.
27. LEVER-TRIP	70. BOWL ASSEMBLY-FLOAT
28. LEVER AND COLLAR-CHOKE	71. NEEDLES-IDLE ADJUSTING
29. SCREW & LOCKWASHER-BOWL COVER	72. SPRINGS-IDLE ADJ. NEEDLE
30. SCREW & LOCKWASHER-BOWL COVER	73. NEEDLE-IDLE AIR ADJUSTING (FOR BY-PASS IDLE SYSTEM)
31. BOWL COVER ASSEMBLY	74. SPRING-IDLE AIR ADJ. NEEDLE
32. RETAINER-PUMP PLUNGER	75. ROD-VACUUM CONTROL
33. PUMP PLUNGER	76. SCREW & LOCKWASHER-VACUUM CONTROL ATTACHING
34. BOOT-PUMP PLUNGER	77. VACUUM BREAK CONTROL ASSEMBLY
35. PIN-SECONDARY FLOAT HINGE	78. STAT COVER & SPRING ASSEMBLY HOT WATER TYPE CHOKE
36. FLOAT & LEVER ASSY. SECONDARY	79. RETAINER-FILTER
37. PIN-PRIMARY FLOAT HINGE	80. FILTER-AIR INTAKE
38. FLOAT & LEVER ASSY. PRIMARY	81. THROTTLE RETURN CHECK ASSEMBLY
39. NEEDLE, SEAT & GASKET ASSY. PRIMARY	82. TORSION SPRING-FLOAT
40. NEEDLE, SEAT & GASKET ASSY. SECONDARY	
41. SCREEN-NEEDLE & SEAT STRAINER	
42. GASKET-BOWL COVER	
43. POWER PISTON ASSEMBLY	
44. POWER PISTON WITH FLOAT ASSIST SPRING ASSEMBLY	

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 BODY IS FREE OF ALL HARD CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER, LEATHER OR PLASTIC PARTS IN SOLVENT.

NOTE: WATER HEATED TYPE CHOKE STAT COVER MAY BE REMOVED FROM CARBURETOR ON ENGINE TO ELIMINATE DRAINING OF COOLANT. (LEAVE WATER HOSES CONNECTED).

REASSEMBLY

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

SPECIAL INSTRUCTIONS

PLUNGER (33). REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

NEEDLE AND SEAT SELECTION WHERE TWO PART NUMBERS ARE SUPPLIED - USE ASSY. WITH LARGER HOLE ON THE PRIMARY SIDE.

NEEDLE AND SEAT GASKET SELECTION - REFER TO FIGURE (1) - PAGE 2

POWER PISTON INSTALLATION (43) OR (44) LIGHTLY STAKE CASTING AROUND WASHER

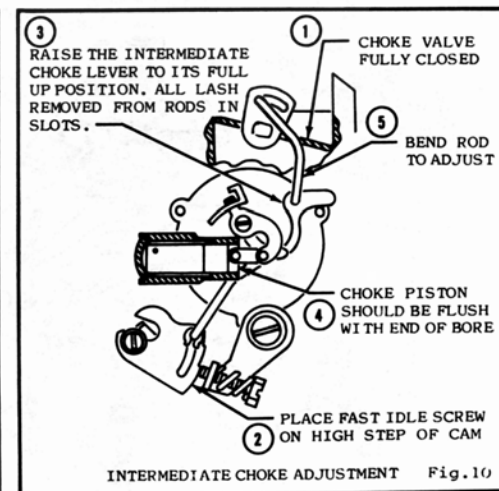
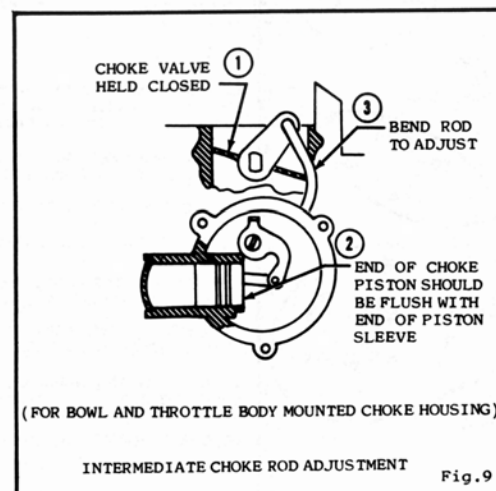
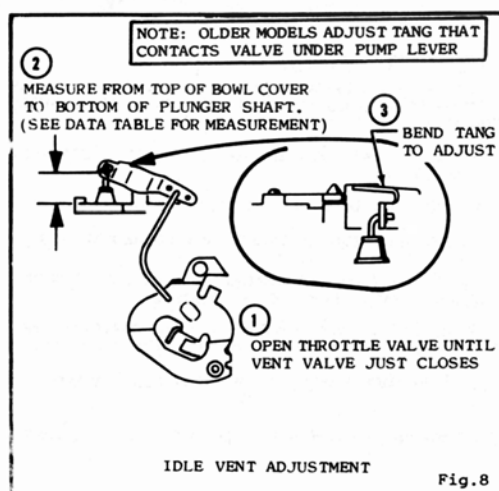
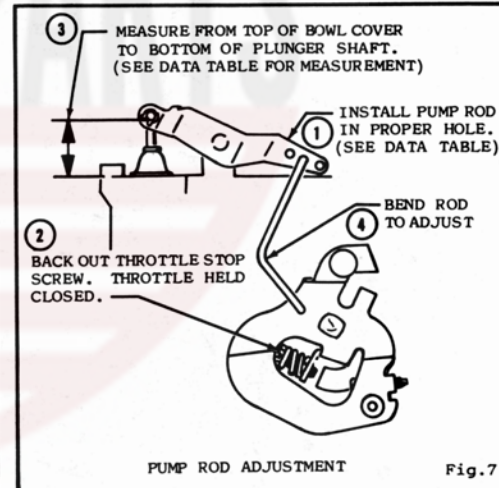
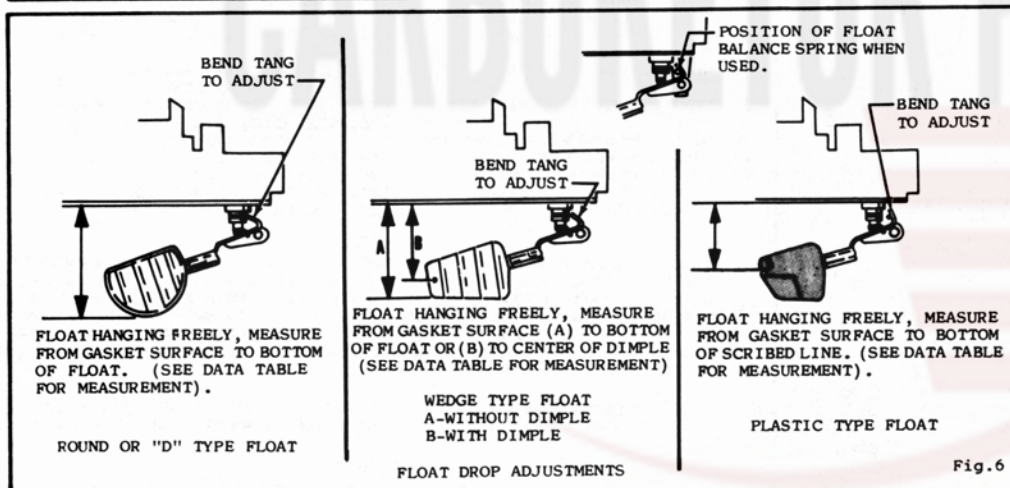
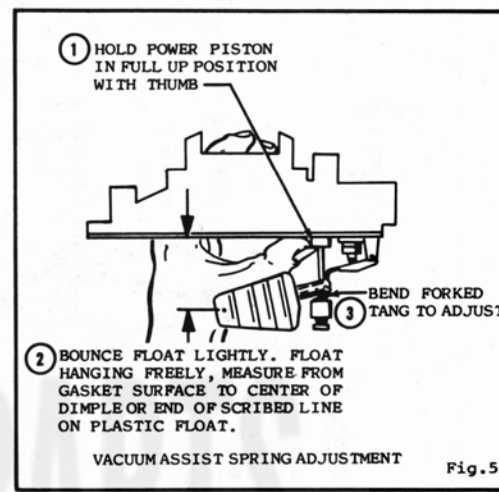
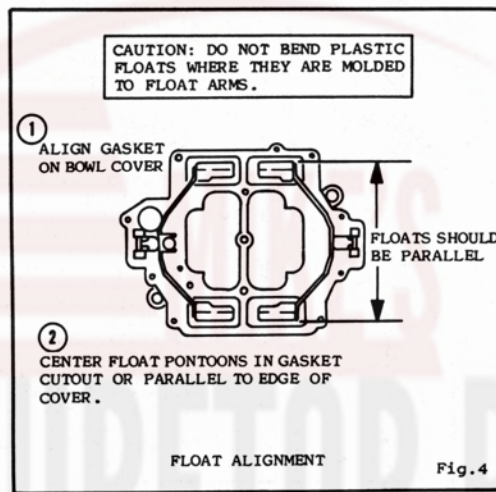
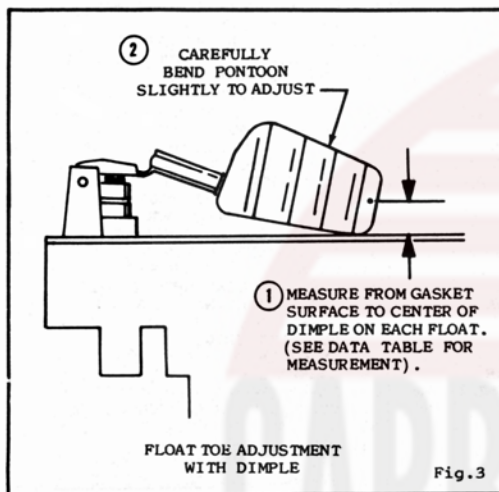
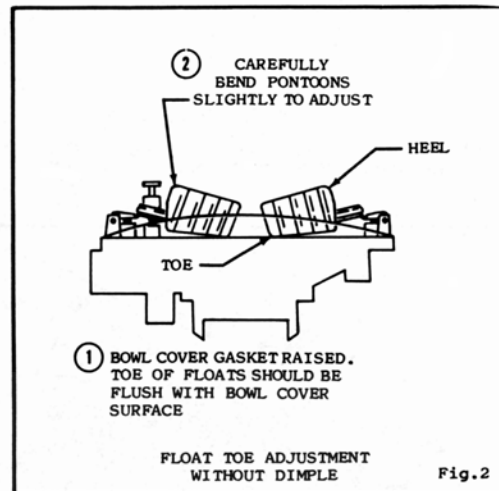
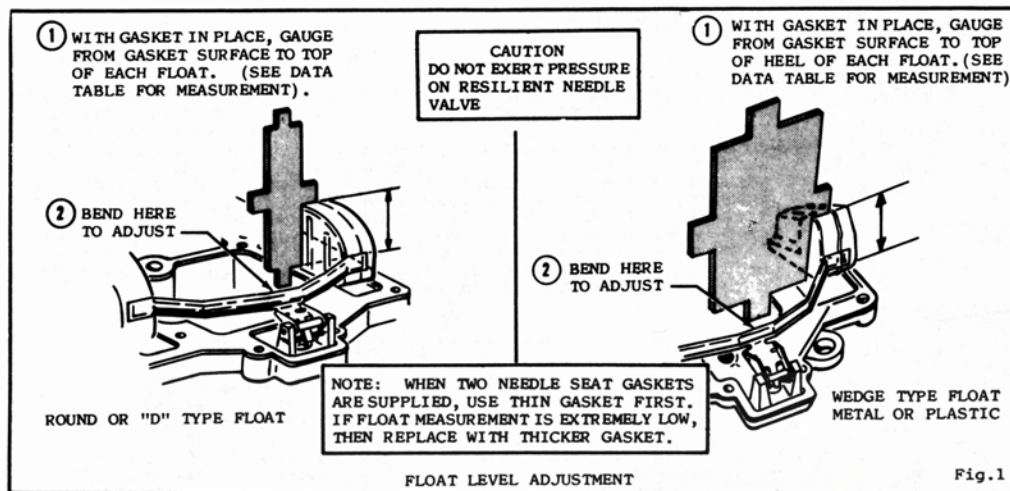
WHEN INSTALLING FLOATS THAT USE A FLOAT BALANCE SPRING (46), BE SURE SPRING IS BETWEEN FLOAT TANG AND NEEDLE SEAT. SEE FIG. 6, PAGE 2

VENTURI CLUSTER (48) (52) INSTALLATION. THE PRIMARY CLUSTER CONTAINS THE PUMP DISCHARGE NOZZLES AND IS INSTALLED ON THE SIDE WITH THE PUMP WELL.

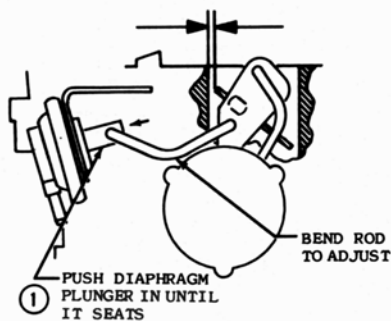
IDLE ADJUSTING NEEDLES (71). TURN EACH NEEDLE IN TO SEAT LIGHTLY AND THEN BACK OUT 1 1/2 - 2 TURNS

IDLE AIR SCREW (73) IF USED, TURN IN TO SEAT AND BACK OUT 1 1/2 - 2 TURNS

ADJUSTMENTS



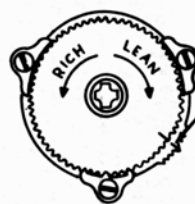
- ② HOLD CHOKE VALVE TOWARD CLOSED POSITION, MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND DIVIDING WALL OF AIR HORN. (SEE DATA TABLE FOR MEASUREMENT).



VACUUM BREAK ADJUSTMENT

Fig.11

ROTATE STAT COVER AGAINST SPRING TENSION, SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING. (SEE DATA TABLE FOR SETTING)

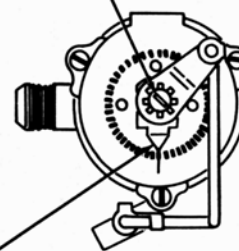


ALLOWABLE VARIATIONS,
2 NOTCHES EITHER WAY
FROM INITIAL SETTING

AUTOMATIC CHOKE ADJUSTMENT

Fig.12

- ① HOLD THROTTLE VALVES CLOSED
LOOSEN CENTER LOCK SCREW

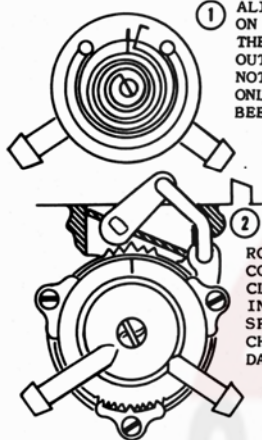


- ② ROTATE POINTER COUNTERCLOCKWISE UNTIL THE INDEX POINTER LINES UP WITH PROPER INDEX MARK ON CHOKE COVER. (SEE DATA TABLE FOR SETTING) TIGHTEN CENTER LOCK SCREW.

CHOKE MODIFIER ADJUSTMENT

Fig.13

- ① ALIGN INSIDE INDEX MARK ON THE INNER COVER WITH THE INDEX POINT ON THE OUTER COVER.
NOTE: THIS ADJUSTMENT ONLY NEEDED IF UNIT HAS BEEN DISASSEMBLED.



- ② ROTATE COMPLETE CHOKE COVER ASSEMBLY COUNTERCLOCKWISE, ALIGNING INDEX MARK WITH SPECIFIED POINT ON CHOKE HOUSING. (SEE DATA TABLE FOR SETTING).

HOT WATER CHOKE COIL ADJUSTMENT

Fig.14

- ② HOLD CHOKE VALVE TOWARD CLOSED POSITION, MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND DIVIDING WALL OF AIR HORN. (SEE DATA TABLE FOR MEASUREMENT).

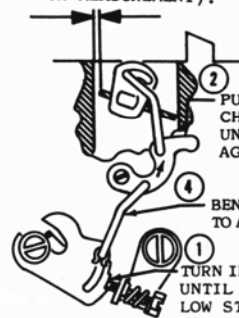


- ③ BEND ROD TO ADJUST
① TURN IDLE STOP SCREW IN UNTIL IT JUST TOUCHES LOW STEP OF FAST IDLE CAM, THEN TURN IN ONE MORE TURN. PLACE SCREW ON SECOND STEP OF CAM NEXT TO SHOULDER OF HIGH STEP.

CHOKE ROD ADJUSTMENT

Fig.15

- ① MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND DIVIDING WALL. (SEE DATA TABLE FOR MEASUREMENT).



- ② PUSH INTERMEDIATE CHOKE LEVER UPWARD UNTIL BOTH RODS ARE AGAINST END OF SLOT

- ④ BEND ROD TO ADJUST
① TURN IDLE STOP SCREW IN UNTIL IT JUST TOUCHES LOW STEP OF FAST IDLE CAM, THEN TURN IN ONE MORE TURN. PLACE SCREW ON SECOND STEP OF CAM NEXT TO SHOULDER OF HIGH STEP.

CHOKE ROD ADJUSTMENT

Fig.16

- ② HOLD CHOKE VALVE TOWARD CLOSED POSITION, MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND DIVIDING WALL OF AIR HORN. (SEE DATA TABLE FOR MEASUREMENT).

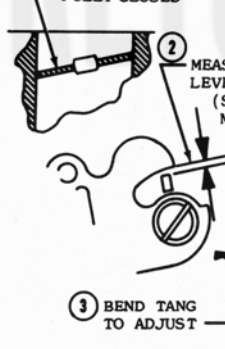


- ① PRIMARY THROTTLE VALVES HELD WIDE OPEN
③ BEND TANG TO ADJUST

CHOKE UNLOADER ADJUSTMENT

Fig.17

- ① CHOKE VALVE FULLY CLOSED



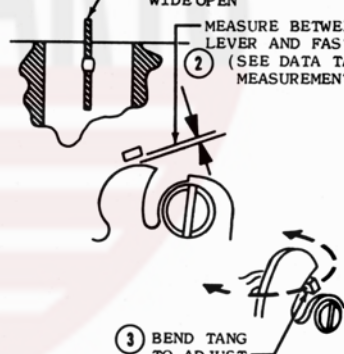
- ② MEASURE BETWEEN LOCKOUT LEVER AND FAST IDLE CAM. (SEE DATA TABLE FOR MEASUREMENT).

- ③ BEND TANG TO ADJUST

SECONDARY LOCKOUT ADJUSTMENT

Fig.18

- ① CHOKE VALVE WIDE OPEN



- ② MEASURE BETWEEN LOCKOUT LEVER AND FAST IDLE CAM. (SEE DATA TABLE FOR MEASUREMENT).

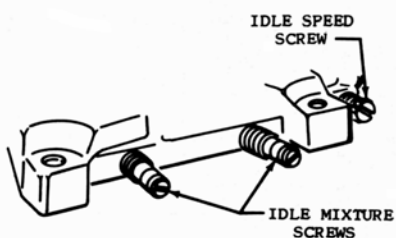
- ③ BEND TANG TO ADJUST

SECONDARY CONTOUR ADJUSTMENT

Fig.19

ENGINE AT OPERATING TEMP. CHOKE FULLY OPEN, ADJUST IDLE MIXTURE SCREWS IN OR OUT FOR A SMOOTH IDLE AND ADJUST IDLE STOP SCREW FOR PROPER R.P.M. (SEE DATA TABLE FOR R.P.M.)

NOTE: WHERE HOT IDLE COMPENSATOR IS USED, BE SURE IT IS HELD CLOSED WHEN ADJUSTING IDLE.

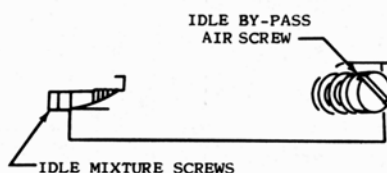


(FIRST TYPE)
SLOW IDLE ADJUSTMENT

Fig.20

ENGINE AT OPERATING TEMP. CHOKE FULLY OPEN, THROTTLE VALVES COMPLETELY CLOSED. ADJUST IDLE MIXTURE SCREWS IN OR OUT FOR A SMOOTH IDLE AND ADJUST IDLE BY-PASS AIR SCREW FOR PROPER R.P.M. (SEE DATA TABLE FOR R.P.M.)

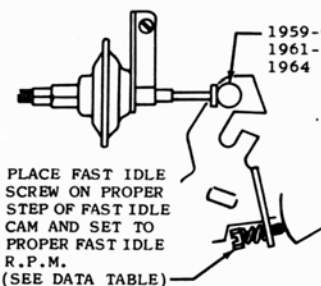
NOTE: FINAL ADJUSTMENT IS MADE WITH IDLE MIXTURE SCREWS



(SECOND TYPE)
SLOW IDLE ADJUSTMENT

Fig.21

- ② WITH ENGINE OFF AND SCREW STILL ON STEP OF FAST IDLE CAM. ADJUST SET SCREW CLEARANCE BETWEEN THE SCREW HEAD AND STOP ON THROTTLE LEVER.



- ① PLACE FAST IDLE SCREW ON PROPER STEP OF FAST IDLE CAM AND SET TO PROPER FAST IDLE R.P.M. (SEE DATA TABLE)

(DASH POT)
THROTTLE RETURN CHECK ADJUSTMENT

Fig.22

ADJUSTMENT DATA TABLE

Year	Make	Float Level		Float Toe		Vac. Assist.	Float Drop		Pump Rod Location	Pump Rod	Idle Vent	Intermediate Choke Rod	Auto Choke Setting	Choke Rod	Un-Loader	Sec. Lock-out	Sec. Contour	Slow Idle R. P. M.		Fast Idle R. P. M. See Note 1	
		Pri.	Sec.	Pri.	Sec.		Pri.	Sec.										S/T	A/T-Dr.		
1964-65	Acadian - 283"-327" Eng.	1 17/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	Outer S/T Inner	1 1/16"	31/32"	Flush	Index	1/16"	1/4"	1/64"	1/64"	500	500	-	
1965	Buchanan Marine - 7025083	1 3/8"	1 5/16"	11/16"	9/16"	-	1 7/8"	1 7/8"	Center	1 1/16"	-	Flush	Index	1/16"	1/8"	1/64"	1/32"	-	-	-	
1955-56	Buick - All	1 9/16"	1 9/16"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	-	Flush	Index	9/64"	1/8"	1/64"	1/32"	500	450	1700	
1957	Buick - All	1 3/8"	1 3/8"	-	-	-	1 13/16"	1 13/16"	Center	1 1/32"	-	Flush	Index	5/32"	9/64"	1/64"	1/32"	500	450	1500	
1958	Buick - Early - 7011600	1 3/8"	1 3/8"	3/8"	3/8"	-	5/16"	5/16"	Center	1 1/32"	-	Flush	Index	5/32"	9/64"	1/64"	1/32"	500	450	1500	
1958	Buick - Late - 7013100	1 13/32"	1 3/8"	7/16"	3/8"	-	1 11/32"	1 11/32"	Center	1 1/32"	-	Flush	Index	5/32"	9/64"	1/64"	1/32"	500	450	1500	
1959	Buick - W/Vac. Assist. Float	1 15/32"	1 3/8"	1 1/16"	3/8"	1 1/16"	1 1/2"	5/16"	Center	1 1/32"	-	Flush	Index	5/32"	9/64"	1/64"	1/32"	500	450	650 Low Step	
1959	Buick - W/O Vac. Assist. Float	1 3/8"	1 3/8"	1/2"	3/8"	-	7/16"	5/16"	Center	1 1/32"	-	Flush	Index	5/32"	9/64"	1/64"	1/32"	500	450	650 Low Step	
1960-62	Buick - All-Standard	1 11/32"	1 3/8"	9/16"	3/8"	-	7/16"	5/16"	Center	1 1/32"	-	Flush	Index	1/16"	9/64"	1/64"	1/32"	500	500	650 Low Step	
1961-62	Buick - All-Special	1 11/32"	1 3/8"	9/16"	3/8"	-	7/16"	5/16"	Outer	29/32"	-	Flush	Index	3/64"	9/64"	1/64"	1/32"	500	500	650 Low Step	
1963	Buick - All-Standard	1 11/32"	1 3/8"	9/16"	3/8"	-	7/16"	1 1/4"	Center	1"	-	Flush	Index	3/64"	9/64"	1/64"	1/32"	500	500	650 Low Step	
1963	Buick - All Special	1 11/32"	1 3/8"	9/16"	3/8"	-	9/16"	9/32"	Outer	29/32"	-	Flush	Index	3/64"	9/64"	1/64"	1/32"	500	500	650 Low Step	
1964	Buick - Special - Skylark and LeSabre	1 11/32"	1 3/8"	19/32"	3/8"	-	1 19/32"	1 3/16"	Inner	31/32"	-	Flush	Index	1-N-Rich	3/64"	1/8"	1/64"	1/32"	550	550	650 Low Step
1964	Buick - Standard 401" Eng.	1 11/32"	1 3/8"	17/32"	13/32"	-	1 7/16"	1 3/16"	Center	1 1/32"	-	Flush	Index	1/32"	1/8"	1/64"	1/32"	500	500	650 Low Step	
1965	Buick - 401" & 425" Eng.	1 13/32"	1 13/32"	-	-	-	1 1/16"	1 1/4"	Center	1"	-	1/32" Out	Index	1/16"	1/8"	1/64"	1/32"	500	500	650 Low Step	
1966	Buick - 401" Eng. A/T	1 13/32"	1 13/32"	-	-	-	1 1/16"	1 1/16"	Center	1"	-	1/32" Out	Index	1/16"	1/8"	1/64"	1/32"	500	500	650 Low Step	
1952	Cadillac - All	1 3/4"	1 3/4"	-	-	-	2 1/4"	2 1/4"	-	15/16"	7/8"	-	1-N-Rich	1/32"	5/64"	1/64"	1/64"	-	380	1700	
1953	Cadillac - All	1 9/16"	1 9/16"	-	-	-	2 1/4"	2 1/4"	-	15/16"	7/8"	-	1-N-Rich	1/32"	5/64"	1/64"	1/64"	-	380	1700	
1954	Cadillac - All	1 19/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	-	15/16"	27/32"	-	1-N-Rich	3/64"	9/64"	1/64"	1/64"	-	400	1700	
1955-56	Cadillac - All	1 19/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	7/8"	-	Index	3/64"	9/64"	1/64"	1/64"	-	400	1700	
1957	Cadillac - All	1 3/8"	1 3/8"	-	-	-	1 13/16"	1 13/16"	-	15/16"	7/8"	Flush	Index	3/64"	9/64"	1/64"	1/64"	-	450	1700	
1958	Cadillac W/O Vac. Assist. Float	1 3/8"	1 3/8"	3/8"	3/8"	-	5/16"	5/16"	-	29/32"	13/16"	Flush	Index	1-N-Rich	3/64"	9/64"	1/64"	1/64"	-	475	1700
1958	Cadillac W/Vac. Assist. Float	1 7/16"	1 3/8"	5/8"	3/8"	1 1/32"	1 1/2"	5/16"	-	29/32"	13/16"	Flush	Index	1-N-Rich	3/64"	9/64"	1/64"	1/64"	-	475	1700
1959-62	Cadillac - All	1 7/16"	1 3/8"	5/8"	3/8"	1 1/32"	1 1/2"	5/16"	-	27/32"	3/4"	Flush	Index	1-N-Rich	3/64"	9/64"	1/64"	1/64"	-	500	1700
1963	Cadillac - All	1 7/16"	1 3/8"	5/8"	3/8"	1 1/16"	1 1/2"	1 1/4"	-	27/32"	-	Flush	Index	1-N-Rich	3/64"	9/64"	1/64"	1/64"	-	500	1700
1964-66	Cadillac - All	1 7/16"	1 3/8"	5/8"	3/8"	1 1/16"	1 1/2"	1 1/16"	Outer	13/16"	-	Flush	Index	3/64"	9/64"	1/64"	1/64"	-	500	1700	
1965	Checker Cab - 327" Eng.	1 17/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	Outer	1 1/16"	31/32"	Flush	Index	1/16"	1/4"	1/64"	1/64"	475	450	-	
1965-66	Chevelle 283"-327" Eng.	1 17/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	Outer S/T Inner	1 1/16"	31/32"	Flush	Index	1/16"	1/4"	1/64"	1/64"	500	500	-	
1956-57	Chevrolet - All	1 5/8"	1 5/8"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	-	-	1-N-Leon	3/64"	15/64"	1/64"	1/64"	500	450	-	
1958	Chevrolet - All	1 5/8"	1 11/16"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	31/32"	-	Index	3/64"	15/64"	1/64"	1/64"	500	450	-	
1959-60	Chevrolet-W/O Float Torsion Spr.	1 5/8"	1 11/16"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	31/32"	Flush	Index	1-N-Leon	3/64"	15/64"	1/64"	1/64"	500	450	-
1959-64	Chevrolet-W/Float Torsion Spr.	1 17/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	31/32"	Flush	Index	1/16"	15/64"	1/64"	1/64"	500	500	-	
1963	Chevrolet 409" Eng.	1 1/2"	1 5/16"	13/16"	1/2"	1 7/32"	1 1/2"	1 7/32"	-	1"	29/32"	Flush	Index	5/64"	9/64"	1/64"	1/64"	475	-	-	
1964	Chevrolet-409" Eng. S/T 7024123	1 1/2"	1 5/16"	13/16"	1/2"	1 7/32"	1 1/2"	1 1/8"	-	1 1/32"	15/16"	Flush	Index	1/16"	9/64"	1/64"	1/64"	500	-	-	
1964	Chevrolet-409" Eng. A/T 7024124	1 1/2"	1 5/16"	13/16"	1/2"	1 7/32"	1 1/2"	1 1/8"	-	29/32"	13/16"	Flush	Index	1/16"	9/64"	1/64"	1/64"	475	-	-	
1964	Chevrolet-409" Eng. S/T 7024127	1 1/2"	1 13/32"	25/32"	21/32"	5/32"	1 1/2"	1 7/16"	-	1 1/32"	15/16"	Flush	Index	3/32"	9/64"	1/64"	1/64"	500	-	-	
1964	Chevrolet-409" Eng. A/T 7024128	1 1/2"	1 13/32"	25/32"	21/32"	5/32"	1 1/2"	1 7/16"	-	29/32"	13/16"	Flush	Index	3/32"	9/64"	1/64"	1/32"	475	-	-	
1965	Chevrolet-409" Eng. S/T 409" Eng. A/T	1 1/2"	1 1/2"	25/32"	21/32"	5/32"	1 1/2"	1 7/16"	-	1 1/32"	15/16"	Flush	Index	3/32"	1/8"	1/64"	1/64"	500	-	-	
1965-66	Chevrolet & Chevy II 327" Eng. & 283" Eng.	1 13/32"	1 13/32"	25/32"	21/32"	5/32"	1 1/2"	1 7/16"	Outer S/T Inner	1 1/16"	31/32"	Flush	Index	3/32"	1/8"	1/64"	1/64"	475	-	-	
1957	Chevrolet Truck 283" Eng.	1 5/8"	1 5/8"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	-	-	-	-	-	-	-	500	-	-	
1957	Chevrolet Truck 327" Eng.	1 9/16"	1 9/16"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	-	-	-	-	-	-	-	500	-	-	
1958	Chevrolet Truck	1 5/8"	1 11/16"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	31/32"	-	-	-	-	-	-	500	-	-	
1959-67	Chevrolet Truck	1 11/16"	1 3/4"	-	-	-	2 1/4"	2 1/4"	-	1 1/16"	31/32"	-	-	-	-	-	-	500	450	-	
	Chris-Craft - Early - 7013071	1 15/32"	1 3/8"	1 1/16"	3/8"	1 1/16"	1 1/2"	1 5/16"	Outer	1 1/32"	-	Flush	3-N-Leon	3/64"	1/8"	1/64"	1/8"	500	-	-	
	Chris-Craft - Late - 7015090	1 15/32"	1 1/2"	1 1/16"	5/8"	1 1/16"	1 1/2"	1 5/16"	Outer	1 1/32"	-	Flush	3-N-Leon	3/64"	1/8"	1/64"	1/8"	500	-	-	
	Crusader Marine 409" - 7020084	1 5/16"	1 3/8"	1/2"	3/8"	-	1 11/32"	1 1/8"	Outer	1 1/32"	-	Flush	3-N-Leon	3/64"	1/8"	1/64"	1/8"	550	-	800 Low Step	
	Crusader Marine 327" - 7020085	1 5/16"	1 3/8"	1 1/16"	3/8"	1 1/16"	1 1/2"	1 1/8"	Outer	1 1/32"	-	Flush	3-N-Leon	3/64"	1/8"	1/64"	1/8"	550	-	800 Low Step	
	Crusader Marine 409" - 7023084	1 3/8"	1 11/32"	1 1/16"	9/16"	-	1 3/8"	1 3/8"	Outer	1 1/32"	-	Flush	3-N-Leon	3/64"	1/8"	1/64"	1/8"	550	-	800 Low Step	
	327" - 7023085-7023089																				
	Daytona Marine 327" - 7023181	1 3/8"	1 11/32"	1 1/16"	9/16"	-	1 3/8"	1 3/8"	Outer	1"	-	-	-	-	-	-	-	650	-	-	
	409" - 7023088																				
	Daytona Marine 283" - 7023187	1 17/32"	1 19/32"	-	-	-	2 1/4"	2 1/4"	Center	1 1/16"	-	-	-	-	-	-					

INSTRUCTION SHEET

ADJUSTMENT DATA TABLE

50-390-2

ROCHESTER MARINE CARBURETORS

MODELS B-BC

	FLOAT LEVEL	FLOAT DROP	AUTO CHOKE	CHOKE ROD	UNLOADER	IDLE R. P. M.
KIEKHAEFER MARINE DUAL INST. 194" & 230" ENGS.	1-9/32"	1-3/4"	INDEX	---	15/64"	550-N
OUTBOARD MARINE 153" & 225" ENG. 4 & 6 CYL.	1-9/32"	1-3/4"	INDEX	---	15/64"	550-N
REVLEY MARINE 225" ENG. 6 CYL.	1-9/32"	1-3/4"	INDEX	3/64"	15/64"	600-N
UNIVERSAL MTRS. MARINE 225" ENG. 6 CYL.	1-9/32"	1-3/4"	INDEX	3/64"	15/64"	600-N

MODELS H-HV

	FLOAT LEVEL	FLOAT DROP	PUMP ROD	VACUUM BREAK	CHOKE ROD	UNLOADER	IDLE R. P. M.
AQUANAUTICS MARINE 164" ENG. 6 CYL.	1-1/6"	1-13/16"	INDEX	3/16"	3/16"	21/64"	500-N
INBOARD MARINE 164" ENG. 6 CYL.	1-3/16"	1-3/4"	INDEX	---	---	---	---

MODELS 2G-2GC

	FLOAT SET PROCEDURE	FLOAT LEVEL	FLOAT DROP	PUMP ROD	INTERMEDIATE CHOKE ROD	VAC BREAK	AUTO CHOKE	CHOKE ROD	UNLOADER	IDLE R. P. M.
CHRIS-CRAFT MARINE 4 CYL. 153" & 181" ENG. 6 CYL. 225" ENG. 8 CYL. 283" ENG.	2 2 1	5/8" 1-1/16" 1-3/8"	1-5/8" 1-29/32" 1-29/32"	1-1/8" 1-1/8" 29/32"	FLUSH FLUSH ---	--- --- ---	INDEX INDEX I-N-LEAN	1/32" 1/32" 3/32"	5/64" 5/64" 23/64"	--- 550-N 500-N
CRUSADER MARINE 4 CYL. 153" ENG. 6 CYL. 225" ENG. 6 CYL. 230" & 292" ENG.	2 2 2	5/8" 1-1/16" 5/8"	1-29/32" 1-29/32" 1-31/32"	1-5/32" 1-1/8" OUTER HOLE	--- --- ---	--- --- ---	INDEX INDEX ---	3/64" 1/32" ---	5/32" 5/64" ---	550-N 550-N 550-N
8 CYL. 283" ENG. CARB. NO. 7020082 CARB. NO. 7024185 8 CYL. 327" ENG.	2 2 2 2	5/8" 5/8" 1-1/16" 5/8"	1-29/32" 1-29/32" 1-29/32" 1-31/32"	1-5/8" 1-3/32" 1-1/8" 1-11/32"	--- FLUSH FLUSH FLUSH	--- --- --- ---	--- INDEX INDEX INDEX	--- 3/32" 1/32" 1/32"	--- 23/64" 5/64" 3/8"	550-N 550-N 550-N 550-N
GRAY MARINE 6 CYL. 232" ENG. 8 CYL. 215" ENG. 8 CYL. 287" & 327" ENG. CARB. NO. 7024081	1 2 2 2	NOTE-1 5/8" 5/8" 5/8"	1-3/4" 1-29/32" 1-31/32" 1-31/32"	1-3/16" 1-11/32" 1-11/32" 1-15/32"	--- --- --- ---	--- --- --- ---	INDEX INDEX INDEX INDEX	--- 3/64" 1/32" 1/32"	3/32" 5/32" 3/8" 3/8"	500-N 500-N 500-N 500-N
GRUMMAN ALLIED MARINE 8 CYL. 300" ENG.	2	19/32"	1-29/32"	1-5/32"	---	---	INDEX	---	1/8"	500-N
MERCURY (KIEKHAEFER) MARINE 4 CYL. 95.5" ENG. CARB. NO. 7040082 CARB. NO. 17059054 4 CYL. 153" ENG. CARB. NO. 7020993, 7028086 CARB. NO. 17059054 CARB. NO. 7043182, 7044182 4 CYL. 181" ENG. CARB. NO. 7040080 CARB. NO. 7040084, 7043184 4 CYL. 224" ENG. 6 CYL. 230" ENG. CARB. NO. 17059052 6 CYL. 250" ENG. CARB. NO. 7028188, 7040081, 7042183 CARB. NO. 17059050 8 CYL. 302" ENG. 8 CYL. 305" ENG. 8 CYL. 351" ENG. CARB. NO. 17056197	2 2	5/8" 21/32" 5/8" 21/32" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8"	1-7/8" 1-3/4" 1-29/32" 1-3/4" 1-7/8" 1-3/4" 1-7/8" 1-3/4" 1-7/8" 1-9/32" 1-9/32" 1-9/32" 1-3/4" 1-7/8" 1-7/8" 1-7/8" 1-3/4" 1-3/8" 1-9/32" 1-9/32" 1-3/8" 1-9/32"	1-1/8" 1-1/4" 1-5/32" 1-1/4" 1-1/8" 1-1/8" 1-5/32" 1-1/8" 1-1/8" 1-9/32" 1-9/32" 1-1/8" 1-1/4" 1-1/8" 1-7/32" 1-1/4" 1-1/2" 1-1/2" 1-1/2" 1-1/2" 1-1/2"	FLUSH --- --- --- FLUSH FLUSH --- FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH FLUSH	--- ---	INDEX INDEX	--- ---	5/64" 5/64" 5/32" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64" 5/64"	--- --- 550-N --- --- --- 550-N --- --- --- --- --- --- --- --- --- --- --- --- --- --- ---
OUTBOARD MARINE (OMC) 4 CYL. 91" & 97" ENG. 4 CYL. 153" ENG. 6 CYL. 225" ENG. 6 CYL. 232" ENG. 6 CYL. 250" ENG. 8 CYL. 283" & 330" ENG.	1 2 2 2 2 2	NOTE-1 19/32" 19/32" 1/2" 5/8" 19/32"	1-3/4" 1-29/32" 1-29/32" 1-3/4" 1-7/8" 1-29/32"	1-3/16" INNER HOLE 1-5/32" INNER HOLE 1-5/32" 1-1/4" 1-1/8" INNER HOLE 1-5/32"	--- --- --- --- FLUSH ---	--- --- --- --- --- 15/64"	INDEX INDEX INDEX INDEX INDEX INDEX	--- --- --- --- --- ---	3/32" 7/64" 7/64" 5/64" 5/64" 7/64"	550-N 550-N 550-N --- --- 550-N
PALMER MARINE 6 CYL. 304" ENG. 8 CYL. 215" ENG.	2 2	5/8" 5/8"	1-31/32" 1-29/32"	OUTER HOLE 1-5/8" 1-11/32"	--- ---	--- ---	---	---	---	550-N 600-N
REVLEY MARINE 6 CYL. 225" ENG.	2	11/16"	1-29/32"	1-1/8"	---	---	INDEX	1/32"	5/64"	500-N
UNIVERSAL MTRS. MARINE 6 CYL. 198"-225" ENG.	2	11/16"	1-29/32"	1-1/8"	---	---	INDEX	1/32"	5/64"	550-N
VOLVO PENTA MARINE 8 CYL. 305" ENG.	2	1/2"	1-3/4"	1-19/32"	---	3/16"	INDEX	---	5/16"	---

NOTE 1=1-5/32" FROM GASKET TO TOP OF FLOAT AT TOE.

MODEL 4MV

	FLOAT LEVEL	PUMP ROD ADJ.	CHOKE ROD	VACUUM BREAK	UNLOADER ADJ.	AIR VALVE LOCKOUT	SECONDARY VALVE LOCKOUT	SECONDARY MET. ROD	AIR VALVE SPRING TURNS	AIR VALVE DASH POT	AUTO. CHOKE	IDLE R.P.M.
AERO MARINE 327" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26	550-N
CHRIS-CRAFT MARINE CARB #7044283	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044288	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044289	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17056287	1/4"	INNER 9/32"	--	.120	.300	.030	--	--	3/4	.015	INDEX	--
CARB #17058280	1/4"	INNER 9/32"	--	.120	.160	.030	--	--	3/8	.030	INDEX	--
CARB #17059294	5/16"	INNER 5/16"	--	19°	--	--	.015	--	5/8	.015	GAGE NOTCH	--
CARB #17059295	11/32"	INNER 5/16"	--	19°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CHRYSLER MARINE CARB #17084001	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086115	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086116	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
CRUSADER MARINE 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	1/64"	7/8"	1/4	1/32"	FIG. 22	550-N
CARB #17082403	9/32"	INNER 5/16"	--	27°	32°	--	.015	--	3/4	.015	GAGE NOTCH	--
DAYTONA MARINE 327" & 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	1/64"	7/8"	1/4	1/32"	FIG. 22	650-N
MERCURY (KIEKHAEFER) MARINE 292", 327", 350", 427", 482" ENG.	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	--	1/2	1/32"	FIG. 26 1 ROD	--
454" ENGINE	1/4"	INNER 9/32"	--	--	--	--	--	--	3/4	1/32"	--	--
CARB #7044286	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044287	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17057282	1/4"	INNER 9/32"	--	--	--	1/64"	--	--	9/16	1/64"	--	--
CARB #17057283	1/4"	INNER 9/32"	--	--	--	1/64"	--	--	1/2	1/32"	--	--
CARB #17059280	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	5/8	.030	GAGE NOTCH	--
CARB #17059287	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	3/4	.015	GAGE NOTCH	--
CARB #17059288	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17059289	1/4"	INNER 5/16"	--	20°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17059290	9/32"	INNER 5/16"	--	19°	--	.015	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17059291	1/4"	INNER 5/16"	--	19°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17059292	1/4"	INNER 5/16"	--	--	--	1/64"	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080560	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/4	.015	GAGE NOTCH	--
CARB #17080561	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17080562	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080563	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17080564	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17080565	1/4"	INNER 5/16"	--	27°	--	.015	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17081299	7/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17083515	9/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17083522	7/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17084516	9/32"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17085013	1/4"	INNER 5/16"	--	27°	--	--	.015	--	3/8	.015	GAGE NOTCH	--
CARB #17086069	9/32"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
OUTBOARD MARINE (OMC) 283", 307", 350", 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26	--
CARB #7044284	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7045283	1/4"	INNER 9/32"	--	.080	.152	.015	--	--	3/8	.030	EVEN	--
CARB #17057290	1/4"	INNER 9/32"	--	19°	32°	--	.015	--	1/2	.030	--	--
CARB #17059285	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17059286	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.030	GAGE NOTCH	--
CARB #17082515	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17085010	5/16"	INNER 5/16"	--	19°	32°	--	.015	--	1/2	.015	GAGE NOTCH	--
CARB #17086117	5/16"	INNER 5/16"	--	27°	--	--	.015	--	1/2	.015	GAGE NOTCH	--
OWENS MARINE 427" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	1/4	1/32"	FIG. 26 1 ROD	550-N
SALMON STILES MARINE 327" ENGINE	1/4"	INNER 9/32"	7/64"	5/32"	5/16"	1/64"	--	7/8"	3/4	1/32"	FIG. 26 1 ROD	550-N
VOLVO PENTA MARINE 305", 350" ENGINE	1/4"	INNER 5/16"	--	--	--	--	--	--	1/2	1/32"	INDEX	--
CARB #7044288	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #7044289	1/4"	INNER 9/32"	--	.155	--	.015	--	--	3/8	.030	EVEN	--
CARB #17056287	1/4"	INNER 9/32"	--	.120	.300	.030	--	--	3/4	.015	INDEX	--
CARB #17057292	1/4"	INNER 9/32"	--	.120	.160	.030	--	--	3/4	.030	INDEX	--
CARB #17059283	1/4"	INNER 5/16"	--	.120	.160	--	.015	--	1/2	.030	INDEX	--
CARB #17059296	9/32"	INNER 5/16"	--	--	--	--	.015	--	1/2	.015	INDEX	--
CARB #17059298	1/4"	INNER 5/16"	--	.120	.160	--	.015	--	1/2	.030	INDEX	--

MODELS 4G-4GC

	FLOAT LEVEL		FLOAT TOE		VAC.	FLOAT DROP		PUMP ROD	PUMP	INTERMEDIATE	AUTO	CHOKE	UNLOADER	SECONDARY	SECONDARY	IDLE
	PRI.	SEC.	PRI.	SEC.	ASSIST.	PRI.	SEC.	LOCATION	ROD	CHOKE ROD	CHOKE	ROD		LOCKOUT	CONTOUR	R.P.M.
CHRIS-CRAFT MARINE 283" ENG. 7013071 283" ENG. 7015090	1-15/32"	1-3/8"	11/16"	3/8"	1-1/16"	1-1/2"	1-5/16"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	1/8"	1/64"	1/8"	500-N
	1-15/32"	1-1/2"	11/16"	5/8"	1-1/16"	1-1/2"	1-5/16"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	1/8"	1/64"	1/8"	500-N
CRUSADER MARINE 327" ENG. 8 CYL. 7020085 409" ENG. 8 CYL. 7020084 327"-409" ENG. 8 CYL. ALL OTHERS	1-15/32"	1-3/8"	11/16"	3/8"	1-1/16"	1-1/2"	1-1/8"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	1/8"	1/64"	1/8"	550-N
	1-5/16"	1-3/8"	1/2"	3/8"	---	1-11/32"	1-1/8"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	1/8"	1/64"	1/8"	550-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	1/8"	1/64"	1/8"	550-N
DAYTONA MARINE 283" ENG. 8 CYL. 327"-409" ENG. 8 CYL.	1-17/32"	1-19/32"	---	---	---	2-1/4"	2-1/4"	CENTER	1-1/16"	---	---	---	---	---	---	650-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1"	---	---	---	---	---	---	650-N
GRAY MARINE 215"-327" ENG. 8 CYL. 401" ENG. 8 CYL.	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-1/32"	FLUSH	INDEX	3/64"	1/8"	1/64"	7/64"	550-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-1/32"	FLUSH	3-N-L	3/64"	7/64"	1/64"	7/64"	650-N
KIEKHAEFER MARINE 283" ENG. 8 CYL. 327" ENG. 8 CYL. 409" ENG. 8 CYL.	1-1/2"	1-9/16"	---	---	---	2-1/4"	2-1/4"	OUTER	1-3/32"	FLUSH	INDEX	---	15/64"	1/64"	1/64"	550-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-3/32"	FLUSH	3-N-L	---	1/8"	1/64"	7/64"	550-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-1/16"	FLUSH	INDEX	---	1/8"	1/64"	1/32"	550-N
OWENS MARINE 283"-327" ENG. 8 CYL.	1-17/32"	1-19/32"	---	---	---	2-1/4"	2-1/4"	OUTER	1-3/32"	FLUSH	INDEX	1/16"	15/64"	1/64"	1/64"	675-N
PALMER MARINE 345" ENG. 8 CYL. 7015091 345" ENG. 8 CYL. 7019084 549" ENG. 8 CYL. 7024084	1-15/32"	1-1/2"	11/16"	3/8"	1-1/16"	1-1/2"	1-5/16"	CENTER	1-1/32"	---	---	---	---	---	---	600-N
	1-13/32"	1-15/32"	5/8"	9/16"	29/32"	1-1/2"	1-5/16"	CENTER	1-1/16"	---	---	---	---	---	---	600-N
	1-3/8"	1-3/8"	11/16"	11/16"	---	1-3/8"	1-3/8"	OUTER	1-1/32"	---	---	---	---	---	---	600-N
REVLEY MARINE 300" ENG. 8 CYL. 401" ENG. 8 CYL.	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	INNER	1-1/32"	FLUSH	INDEX	3/64"	1/8"	1/64"	1/32"	500-N
	1-3/8"	1-11/32"	11/16"	9/16"	---	1-3/8"	1-3/8"	OUTER	1-1/32"	FLUSH	3-N-L	---	7/64"	1/64"	7/64"	650-N