



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

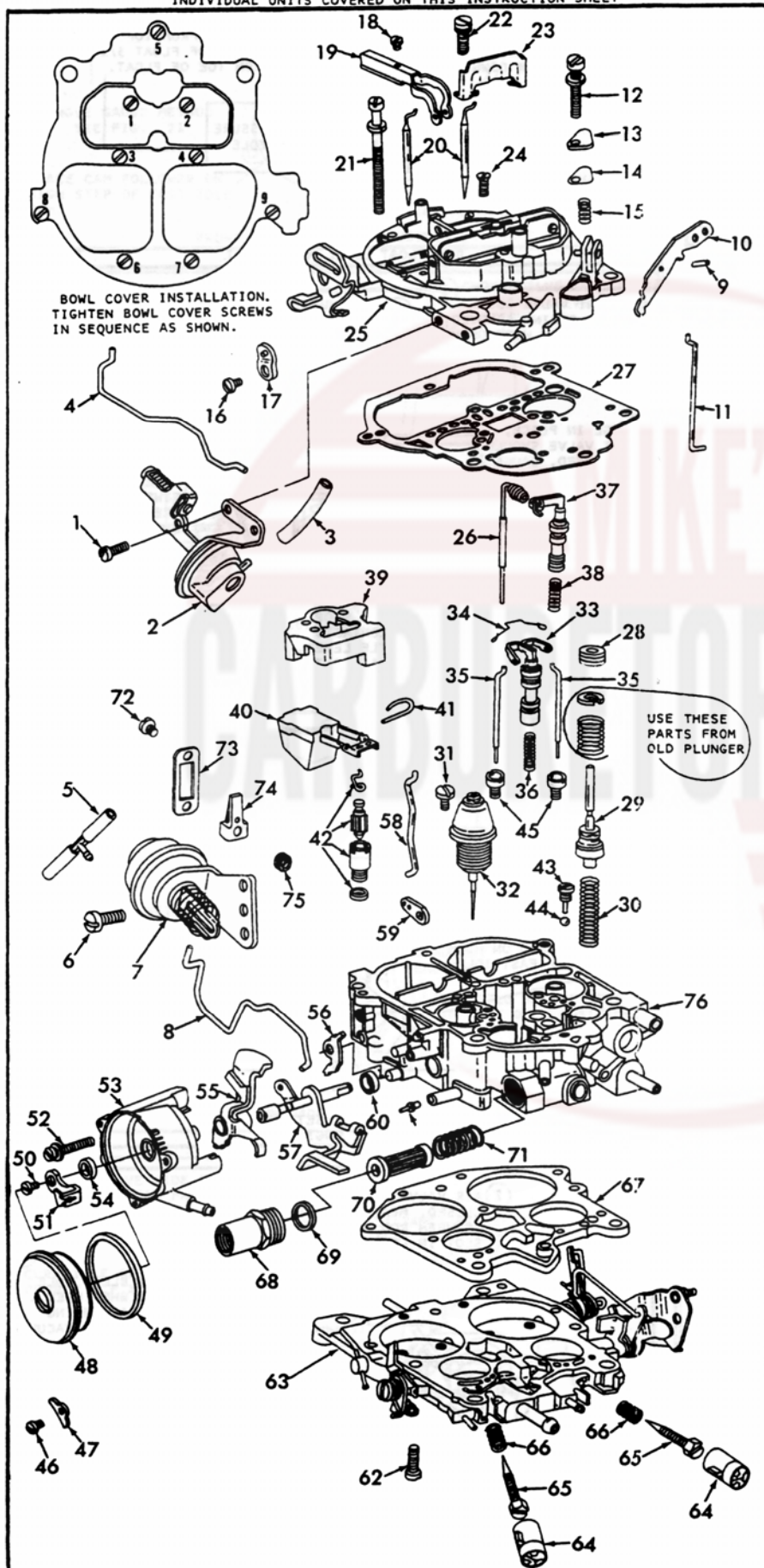
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER MODELS M4MC, M4MCA, M4MEA

50-505-3

GENERAL EXPLODED VIEW

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



DISASSEMBLY

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

NOMENCLATURE

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

* ITEMS NOT NORMALLY FOUND ON ALL MODELS.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK FILLER SPOOL OR ANEROID ASSY. (32), FLOAT (40), DIAPHRAGM UNITS (2) (7), OR PARTS MADE OF RUBBER OR PLASTIC IN CLEANING SOLVENTS. DO NOT SAND, WIRE BRUSH, OR FILE ON TEFLON-COATED PARTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS SEE NEXT PAGE.

ADJUSTMENTS

SPECIAL INSTRUCTIONS

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

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

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

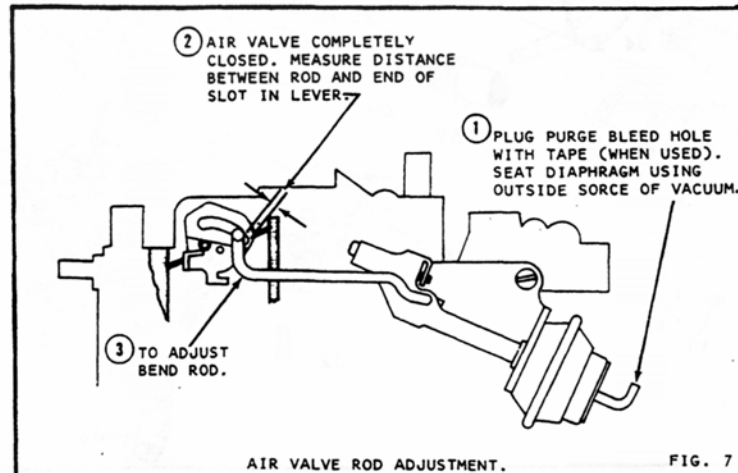
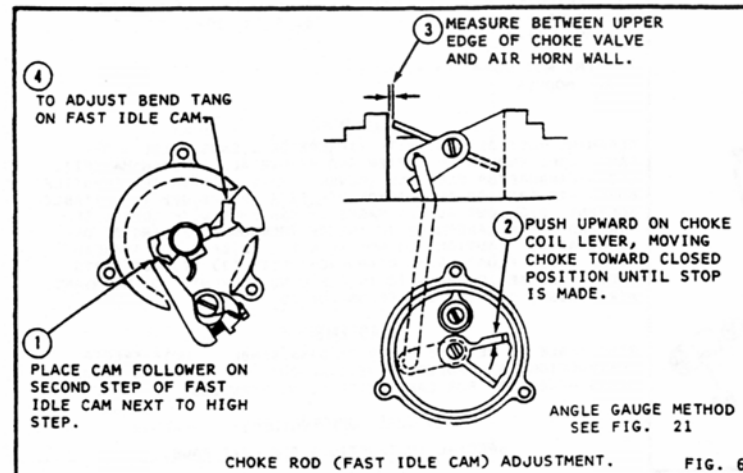
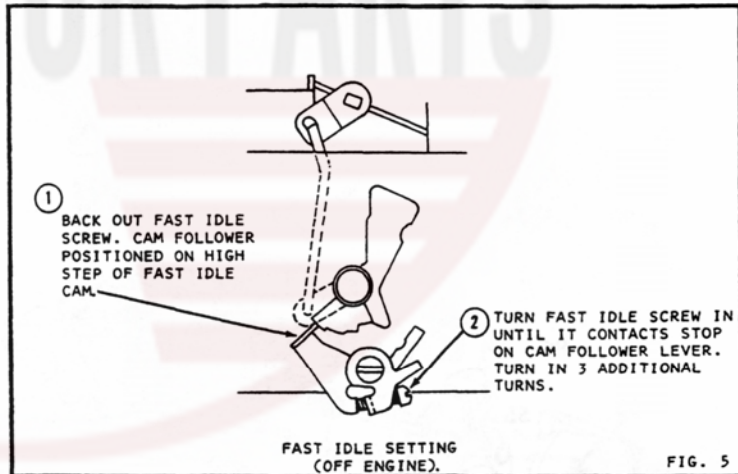
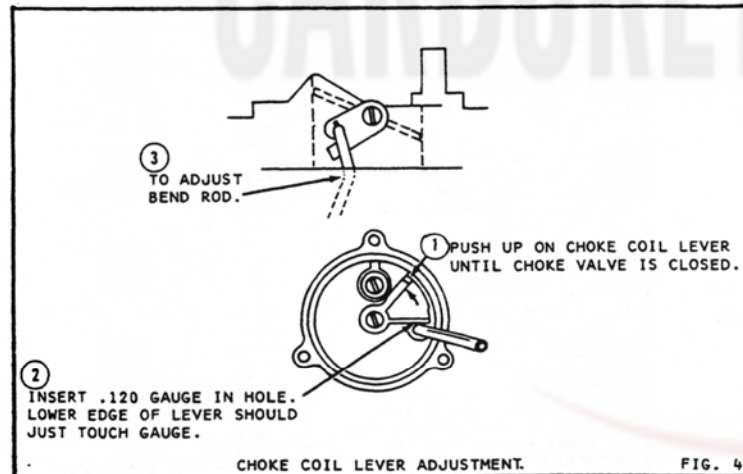
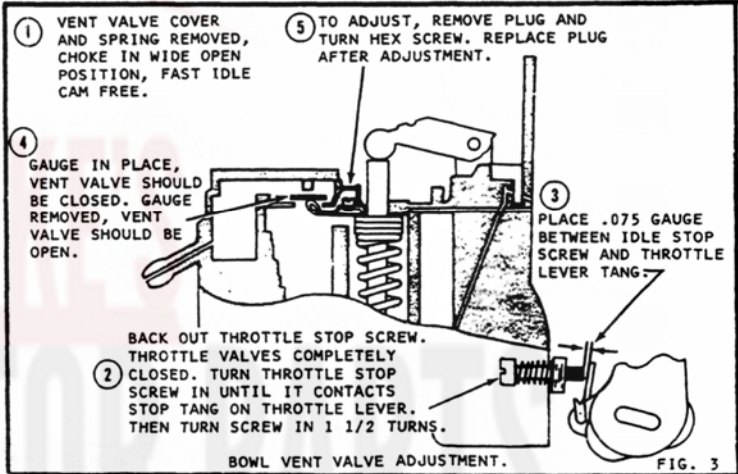
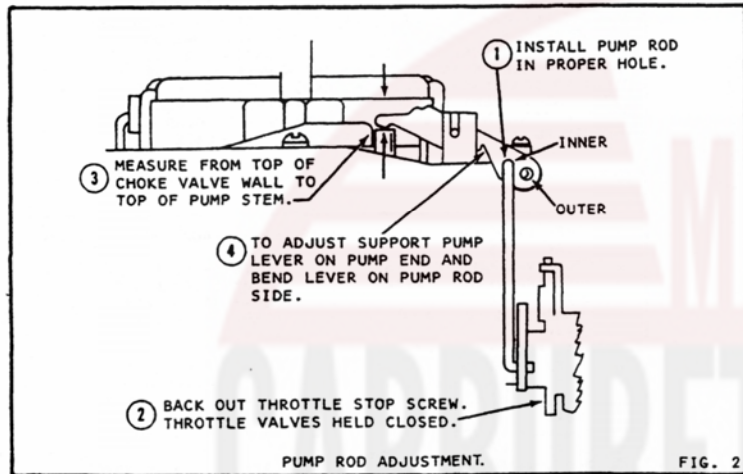
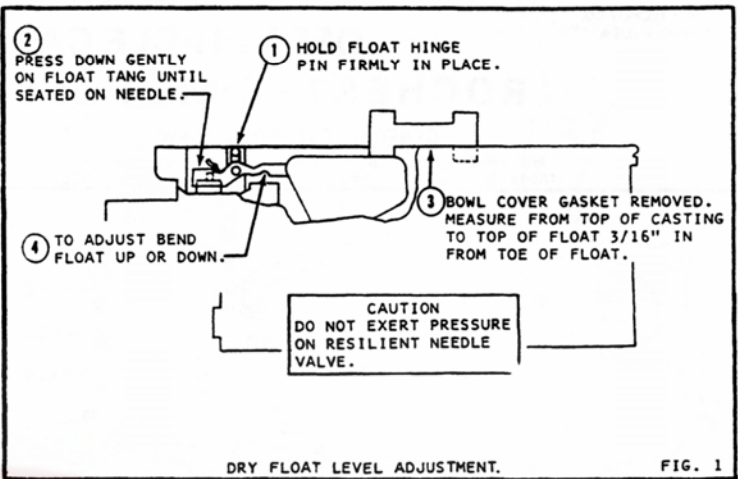
CHOKE COVER ASSY. (48)- DO NOT INSTALL COVER UNTIL CHOKE LINKAGE ADJUSTMENTS ARE MADE. CAUTION: ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (49) BETWEEN THE ELECTRIC CHOKE ASSY. AND HOUSING

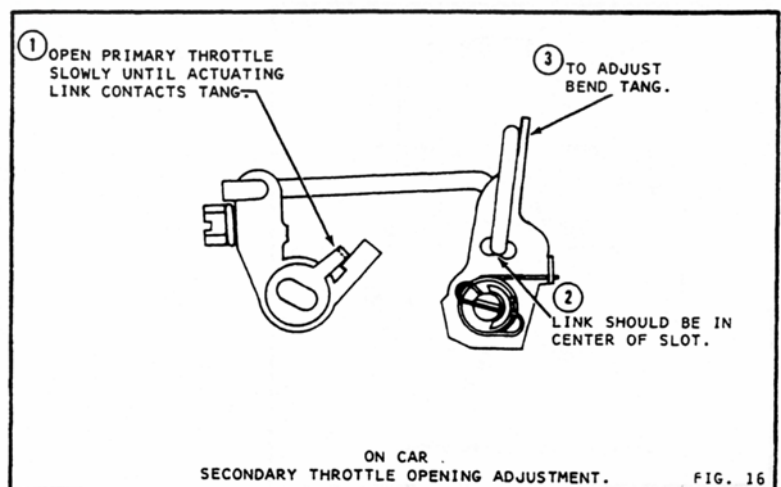
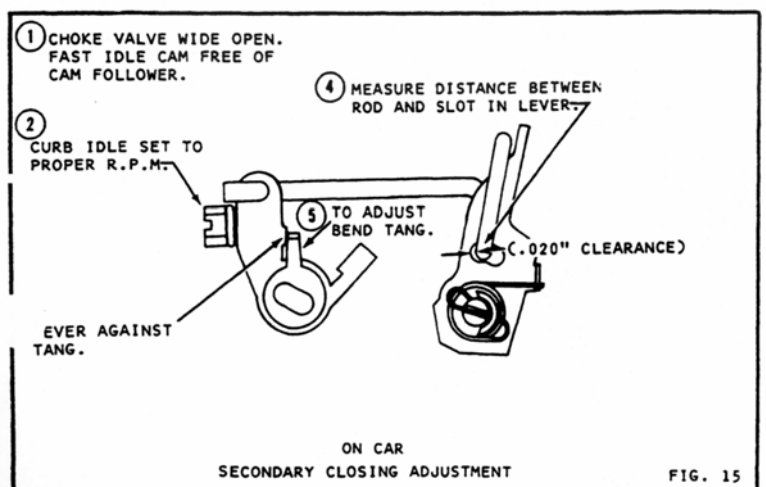
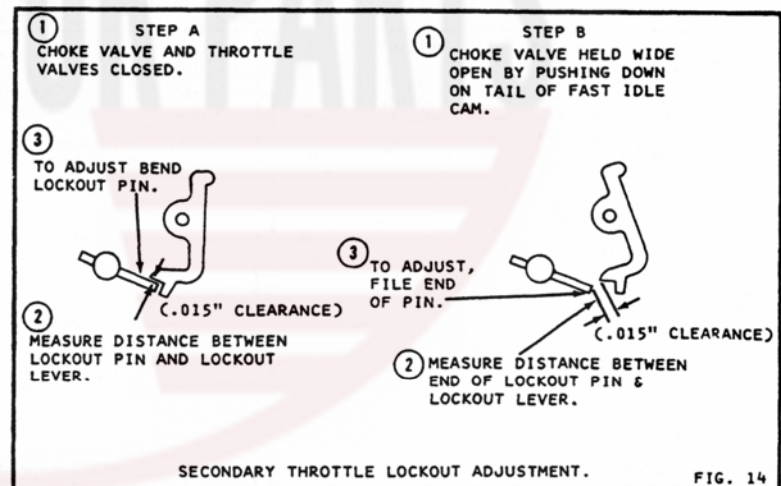
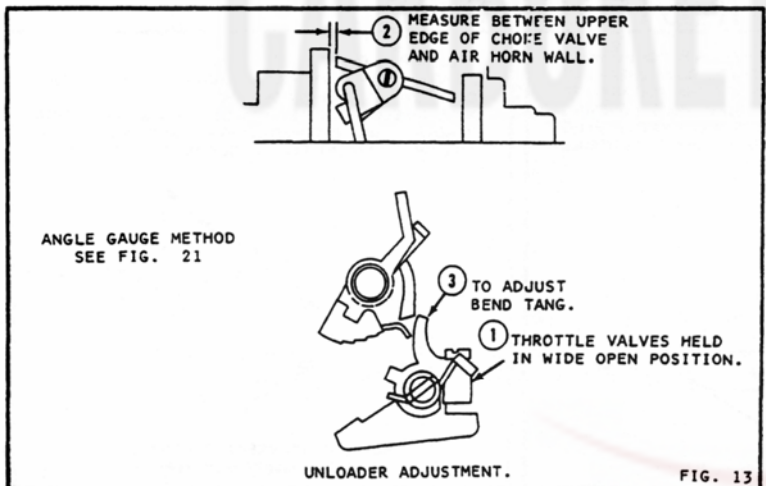
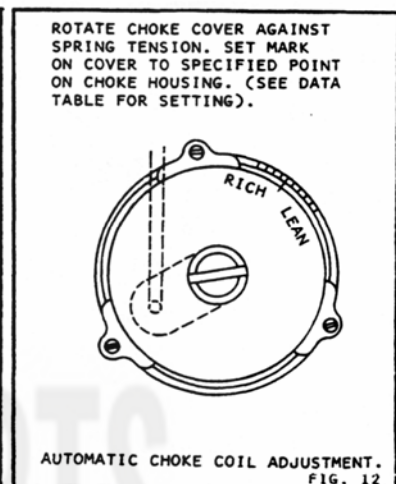
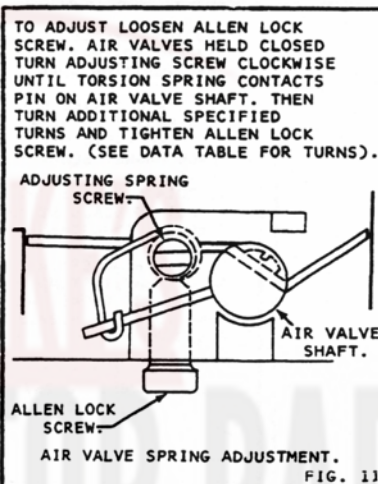
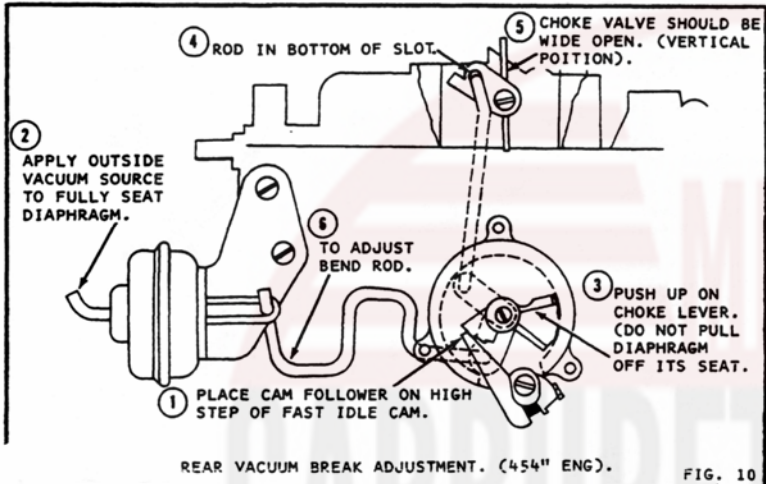
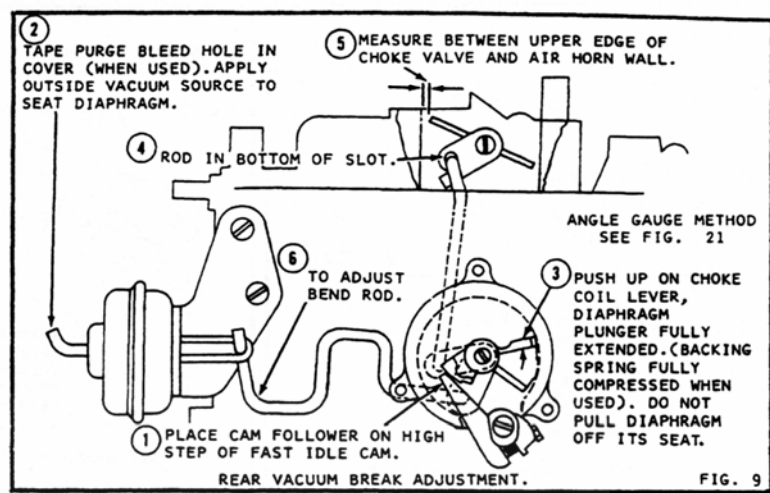
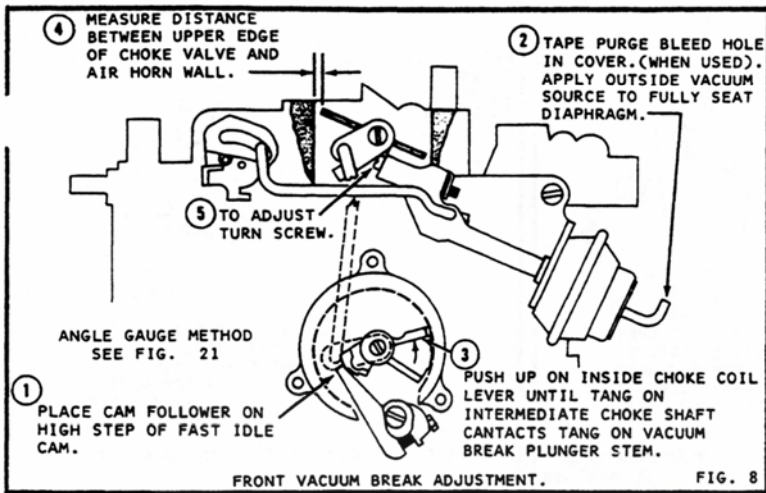
FLOAT INSTALLATION- INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

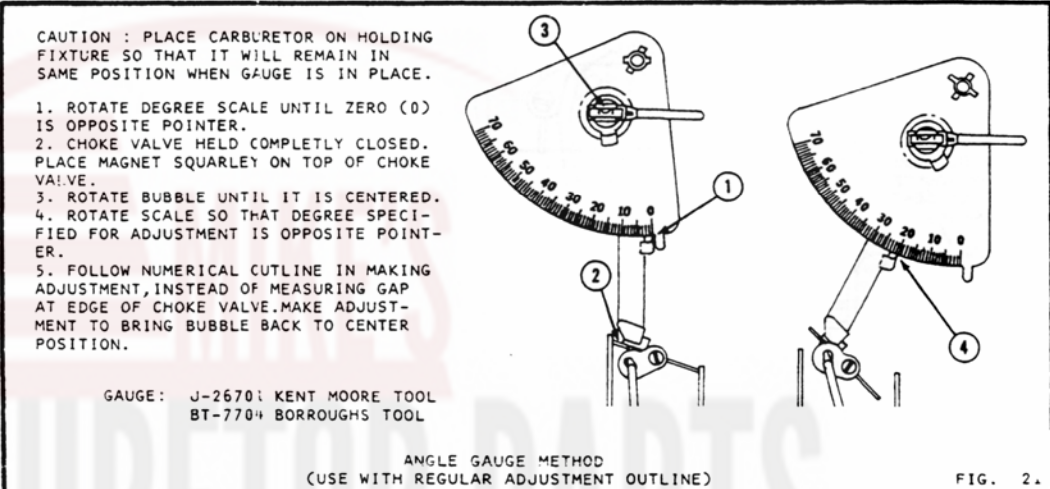
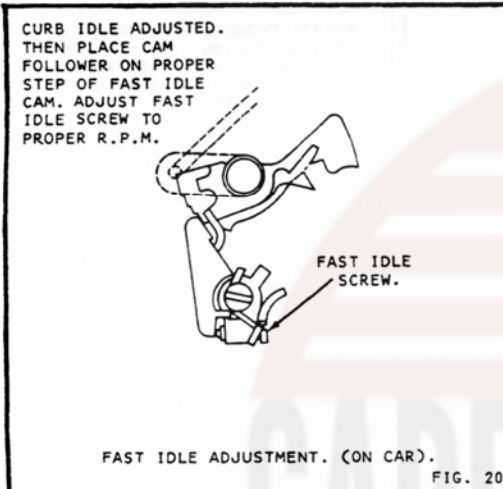
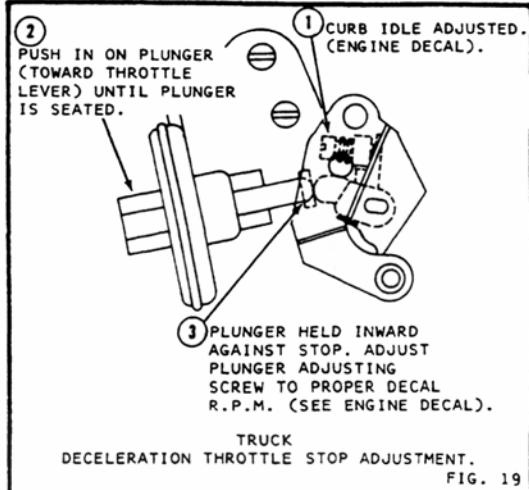
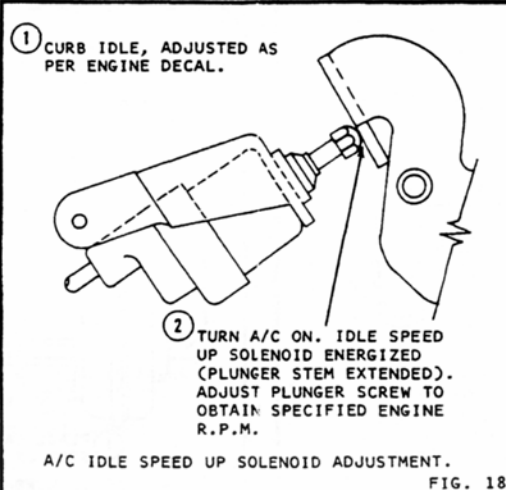
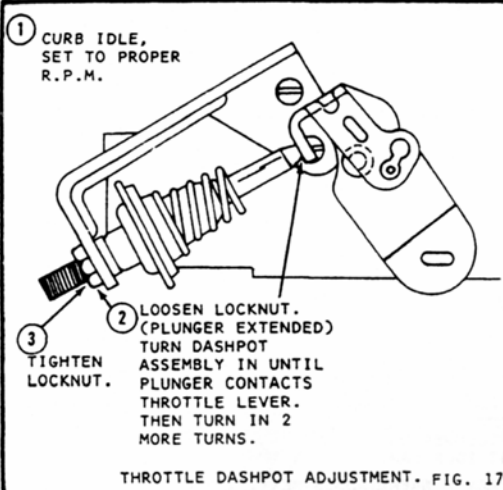
POWER PISTON ASSYS. (33) (37)- PRESS DOWN FIRMLY ON PLASTIC POWER PISTON RETAINER TO BE SURE IT IS FLUSH WITH TOP OF BOWL CASTING.

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

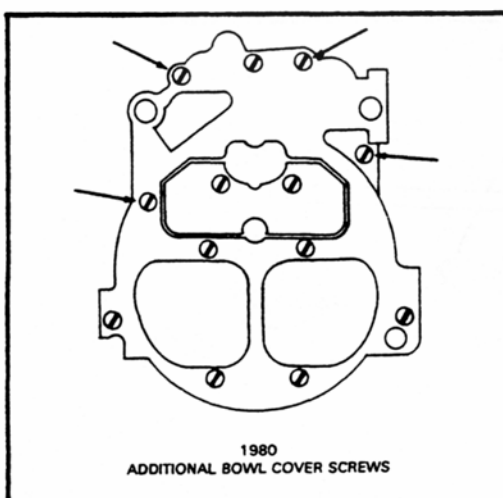
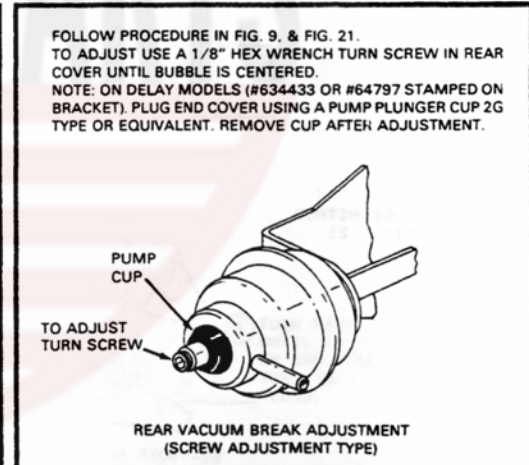
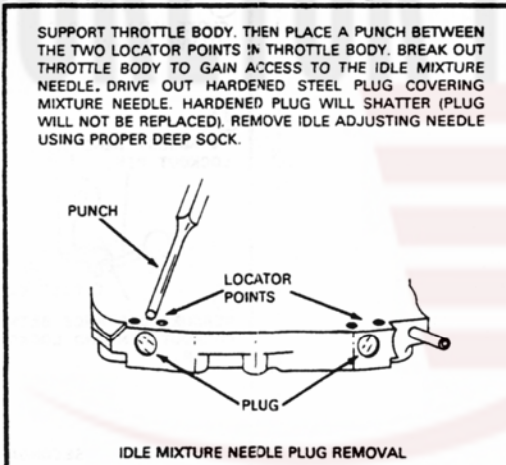
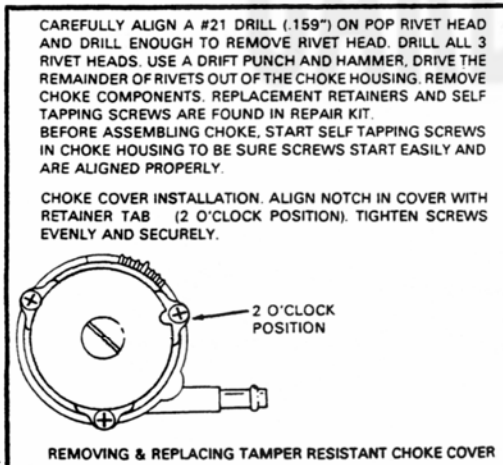
REFER TO DECAL IN ENGINE COMPARTMENT FOR CORRECT TUNE UP PROCEDURE AND SPECIFICATIONS.







1980 SPECIAL INSTRUCTIONS.



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USE WITH 50-505-3

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

Year	Make	Float Level	Pump Rod Location	Pump Rod	Fast Idle (Bench)	Choke Rod	Air Valve Rod	Vacuum Break Front	Vacuum Break Rear	Air Valve Spring Turns	Auto Choke Setting	Unloader	Fast Idle * RPM
1977	Chevrolet 350" Eng. 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	21/64"	1/64"	9/32"	----	1	2 - Lean	9/32"	1600P H/S
	17057211 M/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	1	3 - Lean	9/32"	1300N H/S
	17057228 A/T	13/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	1	2 - Lean	9/32"	1600P H/S
1978	Chevrolet 350" Eng. 17058202, 204 Fed.	A/T 15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	2 - Lean	17/64"	1600P
	17058203 Fed. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	3 - Lean	17/64"	1300N
	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 C-10, (El Camino												
	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	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
1976	Chevrolet & GMC Truck 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
	350" Eng. Canada A/T	5/16"	Outer	3/8"	3 Turns	21/64"	1/64"	5/32"	----	7/8	1 - Lean	21/64"	1600P H/S
	454" Eng. Fed. A/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	----	11/64"	7/8	Index	21/64"	1600P H/S
1977	Calif. A/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	----	7/8	2 - Rich	9/32"	1600P H/S
	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	3 - Lean	9/32"	1300N H/S
	Calif. M/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"	----	7/8	1 - Lean	9/32"	1300N H/S
	Carb. No. 17057202, 17057204 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
	17057209 Fed. M/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"	----	7/8	3 - Rich	9/32"	1300N H/S
	17057502, 7504 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 Calif. M/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"	----	7/8	1 - Lean	9/32"	1300N H/S
	17057582, 7584 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 Alt.	A/T 7/16"	Outer	9/32"	3 Turns	21/64"	1/64"	3/16"	----	7/8	2 - Lean	9/32"	1600P H/S
	454" Eng. Fed. A/T	3/8"	Inner	9/32"	3 Turns	21/64"	1/64"	----	11/64"	7/8	2 - Rich	21/64"	1600P H/S
	Calif. A/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
1978	Chev. & GMC Truck 350" Eng.												
	17058218, 222 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	17/64"	1800N
	17058202, 204 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, 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 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.												
	17058523, 524, 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 3/8"	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 403" Eng.	15/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	----	1/2	3 - Rich	13/64"	1000 L/S
1975	GMC Truck C-1500, (Sprint												
	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-1500, 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-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"	1600P 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	21/64"	1600N H/S
	400" Eng. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	Index	21/64"	1600P H/S
	Calif. 400" Eng. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	13/64"	11/64"	3/4	Index	21/64"	1600P H/S
1976-77	SEE Chevrolet Truck For GMC												
	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	Unloader	Fast Idle * RPM
1975	Oldsmobile (Carb. No. 7045183)												
	350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S
	(Carb. No. 7045246)												
	350" Eng. A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S
	(Carb. No. 7045250)												
	350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S
	Calif. (Carb. No. 7045483, 550)												
	350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S
1976	Oldsmobile Omega 350" Eng. Fed.												
	A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/S
	Calif. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	1/8"	3/4	Index	1/4"	1800P H/S
	Olds. 350" Eng. A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	1000P L/S
	455" Eng. A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S
	350" & 455" Eng. Carb. No's.												
	17056251, 6256 A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S
	Carb. No's. 17056551, 6556 A/T	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	1 - Rich	15/64"	800P L/S
1977	Oldsmobile 350" Eng. Fed.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	7/32"	900P L/S
	Carb. No. 17057258 Fed.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
	Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S
	350" Eng. W/Single Vac. Break Calif.												
	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S
	Alt. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S
1978	Oldsmobile 403" Eng. Calif.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S
	Carb. No. 17057552 Calif.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
	Alt. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/S
	Oldsmobile 305" Eng. 17058202, 204 Fed.												
	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"	----	7/8	2 - Lean	17/64"	1600P
	350" Eng. 17058502, 504 Calif.												
1975	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"	----	7/8	2 - Lean	17/64"	1600P
	17058582, 584 Alt.												
	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"	----	7/8	2 - Lean	17/64"	1600P
	350"/403" Eng. 17058250, 253 Fed.												
	A/T	13/32"	Inner	9/32"	3 Turns	5/64"	1/32"	1/8"	11/64"	1/2	2 - Rich	3/16"	900 L/S
	17058258, 553 Alt./Calif.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	13/64"	1/2	2 - Rich	3/16"	1000 L/S
	403" Eng. 17058259 Fed.												
1976	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
	Pontiac 350" Eng. A/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	7/16	Index	15/64"	1800P H/S
	350" Eng. M/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	7/16	Index	15/64"	1800N H/S
	(Ventura) 350" Eng. A/T	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/S
	(Can.) 350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64"	7/8	Index	21/64"	1600P H/S
	400" Eng. Alt./T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64"	1/2	Index	15/64"	1800N H/S
1977	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
	Pontiac 350" Eng. Fed.												
	A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/S
	Calif. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	9/64"	3/4	Index	1/4"	1800P H/S
	350" Eng. Canada A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	5/32"	----	7/8	Index	21/64"	1600P H/S
	350" Eng. Carb. No. 17056568 A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	15/64"	1800P H/S
	400" - 455" Eng. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	15/64"	1800P H/S
	Carb. No. 17056263 M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	5/8	1 - Rich	15/64"	1800N H/S
1977	455" Eng. Calif. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	1/2	1 - Rich	15/64"	1800P H/S
	Pontiac 350" Eng. Fed.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	7/32"	900P L/S
	Carb. No. 17057262 A/T												
	Calif. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	7/32"	1800P H/S
	Alt. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/S
	350" Eng. W/Single Vac. Break Calif.												
	A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"	----	7/8	2 - Lean	9/32"	1600P H/S
1977	Alt. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"	----	7/8	2 - Lean	9/32"	1600P H/S
	400" Eng. Fed. A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	9/32"	1800P H/S
	M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4"	5/8	1 - Rich	9/32"	1800N H/S
	403" Eng. Fed. & Alt.												
	A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	9/32"	900P L/S
	Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	9/32"	1000P L/S

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

1979-86 DATA TABLE

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

P = PARK

2/S = SECOND STEP

M/T = MANUAL TRANSMISSION

FED. = FEDERAL (49 STATES)

350"L = CHEVROLET BUILT ENGINE

N = NEUTRAL

H/S = HIGH STEP

* = SLOW IDLE R.P.M. REFER TO

FED. = CALIFORNIA

350"R = OLDSMOBILE BUILT ENGINE

L/S = LOW STEP

A/T = AUTOMATIC TRANSMISSION

ENGINE COMPARTMENT DECAL

ALT. = ALTITUDE

350"X = BUICK BUILT ENGINE

PUMP CUP INSTALLATION INSTRUCTIONS

A new pump plunger cup, garter spring (when needed), and an assembly tool is included in this repair kit. Replacing the old pump cup and garter spring with new fuel resistant components and reusing the original pump plunger stem and delayer spring ensures proper height adjustment. Follow the illustrated instructions carefully. **Note: A complete pump plunger assembly may be purchased from your supplier if you prefer, or you have broken button tabs and cannot repair your existing pump plunger assembly.**

Caution:

