



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.

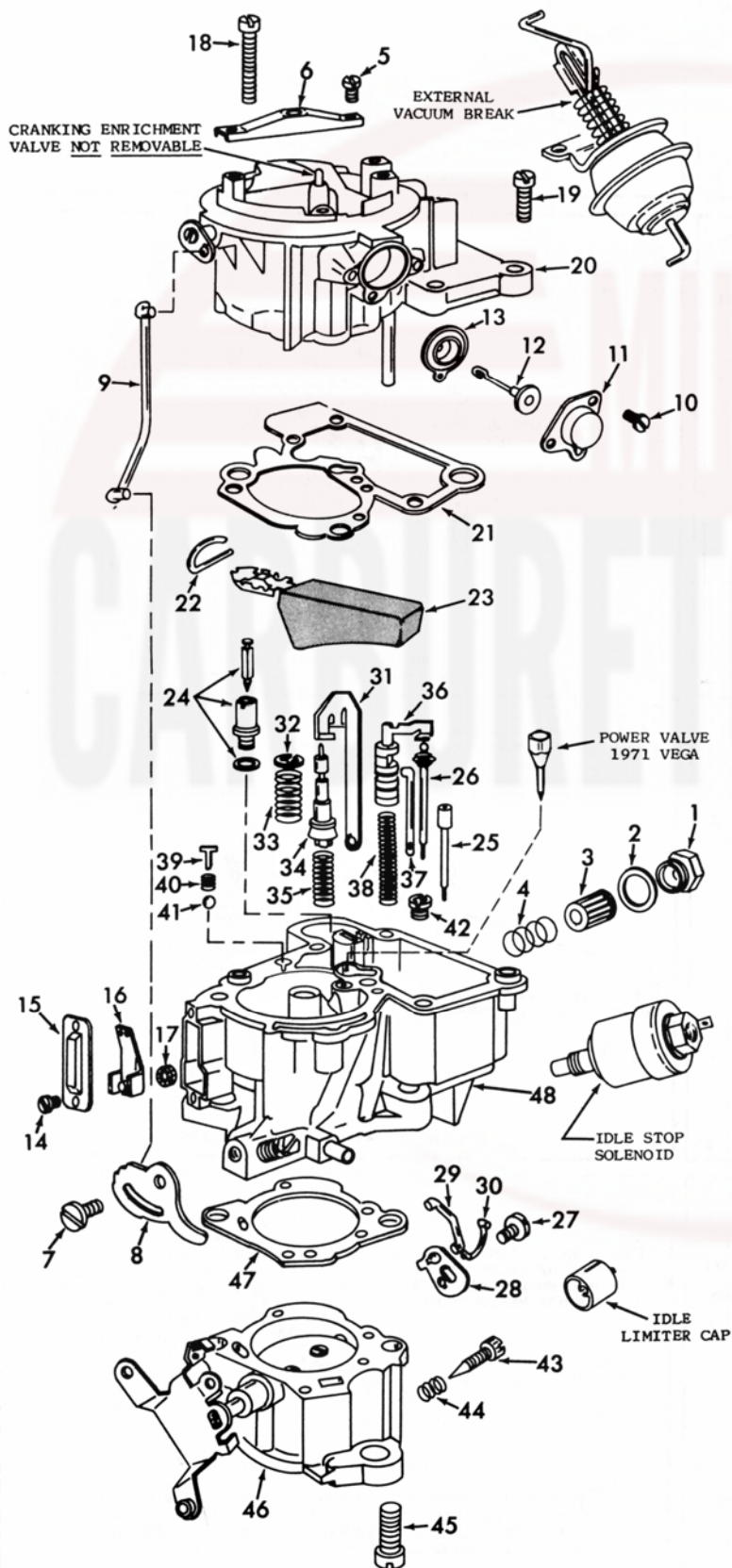
INSTRUCTION SHEET

ROCHESTER CARBURETOR—MODELS M-MV

50-358-7

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: CRANKING ENRICHMENT VALVE IS NOT REMOVABLE. IDLE VENT VALVE NEED NOT BE REMOVED. TWO STYLES ARE USED: ONE WITH SPRING, ONE WITHOUT SPRING. REMOVE VACUUM BREAK DIAPHRAGM (13) FROM LINK ASSEMBLY (12) BEFORE CLEANING. TO REMOVE METERING ROD (26) PRESS DOWN ON ROD AND SLIDE NARROW NECK OF ROD OUT OF SLOT IN ROD HOLDER (36). CAUTION: 1968 AND LATER MODELS HAVE A CALIBRATION SCREW IN CHANNEL AT BOTTOM OF FLOAT BOWL WHICH IS FACTORY ADJUSTED AND SEALED. DO NOT TAMPER WITH.

NOMENCLATURE

REF. NO.	REF. NO.
1. NUT - FUEL INLET FILTER	24. NEEDLE, SEAT & GASKET ASSY.
2. GASKET - FILTER NUT	25. IDLE TUBE ASSEMBLY
3. FILTER - FUEL	26. METERING ROD & SPRING
4. SPRING - FUEL FILTER	27. SCREW - PUMP & POWER LINK LEVER
5. SCREW (2) - AIR CLEANER STUD BRACKET	28. LEVER - PUMP & POWER LINK
6. BRACKET - AIR CLEANER STUD	29. LINK - PUMP LEVER
7. SCREW - FAST IDLE CAM	30. LINK - POWER PISTON ROD
8. CAM - FAST IDLE	31. LEVER - PUMP OPERATING
9. ROD - CHOKE	32. RETAINER - PUMP SPRING
10. SCREW (2) - DIAPH. COVER	33. SPRING - PUMP
11. COVER - DIAPHRAGM	34. PUMP CUP & STEM ASSEMBLY
12. LINK ASSY. - VACUUM BREAK DIAPHRAGM	35. SPRING - PUMP RETURN
13. DIAPHRAGM - VACUUM BREAK	36. POWER PISTON ASSEMBLY
14. SCREW (2) - IDLE COMPENSATOR COVER	37. ROD - POWER PISTON
15. COVER - IDLE COMPENSATOR	38. SPRING - POWER PISTON
16. IDLE COMPENSATOR ASSY.	39. GUIDE - PUMP DISCH. SPRING
17. GASKET - IDLE COMPENSATOR	40. SPRING - PUMP DISCHARGE
18. SCREW LONG (3) - BOWL COVER	41. BALL - PUMP DISCHARGE
19. SCREW SHORT (3) - BOWL COVER	42. JET - MAIN METERING
20. BOWL COVER	43. NEEDLE - IDLE ADJUSTING
21. GASKET - BOWL COVER	44. SPRING - IDLE NEEDLE
22. HINGE PIN - FLOAT	45. SCREW (2) - THROTTLE BODY
23. FLOAT ASSEMBLY	46. THROTTLE BODY ASSEMBLY
	47. GASKET - THROTTLE BODY
	48. FLOAT BOWL ASSEMBLY

CLEANING

CAUTION: BE SURE ALL SOLENOID AND VACUUM BREAK UNITS AND PARTS (3-13-23-34) ARE NOT PLACED IN ANY TYPE OF CLEANING SOLVENT. OTHER PLASTIC PARTS WILL WITHSTAND NORMAL CLEANING IN CARBURETOR CLEANER. CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANER (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT MAKING SURE TO THOROUGHLY FLUSH CHOKE ENRICHMENT VALVE CAVITY. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE: BEFORE PART NOS. (45-43-26-18-19-13) ARE ASSEMBLED, CHECK SPECIAL INSTRUCTIONS AND ADJUSTMENTS. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

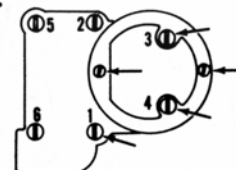
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (43). TURN IN UNTIL LIGHTLY BOTTOMED, THEN BACK OUT 2 TO 5 TURNS, (1971) MODELS ARE EQUIPPED WITH A LOCKED MIXTURE SCREW CAP. DO NOT REMOVE UNLESS MANUFACTURERS PROCEDURE IS FOLLOWED TO READJUST IDLE MIXTURE, AND NEW CAP INSTALLED.

THROTTLE BODY TO BOWL ATTACHING SCREWS (45). TIGHTEN EVENLY AND TORQUE TO 12-15 FT. LBS.

METERING ROD (26). CHECK METERING ROD ADJUSTMENT BEFORE INSTALLING ROD.

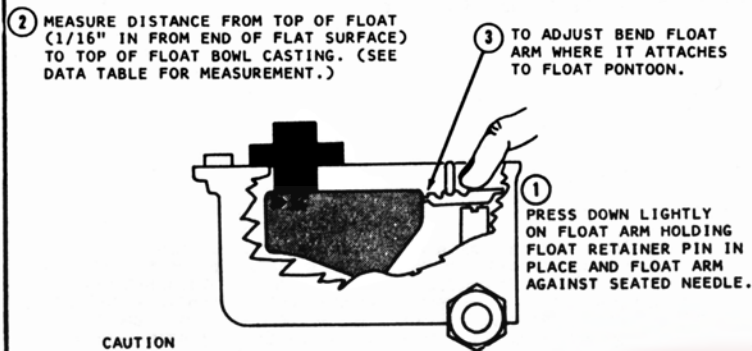
BOWL COVER ATTACHING SCREWS (18-19). TIGHTEN SECURELY USING TIGHTENING SEQUENCE.



LOCKING COMPOUND SHOULD BE USED ON 5 SCREWS MARKED BY ARROWS.

VACUUM BREAK DIAPHRAGM (13). INSTALL WITH RECESS OF DIAPHRAGM AROUND HEAD OF PLUNGER (12).

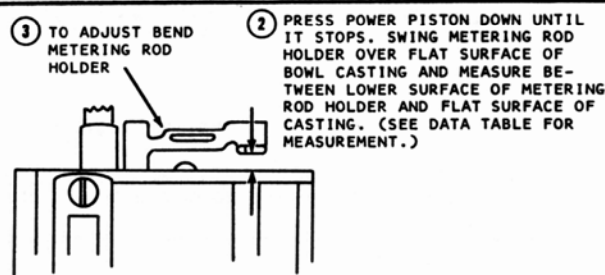
ADJUSTMENTS



CAUTION
DO NOT EXERT PRESSURE
ON RESILIENT NEEDLE
VALVE.

FLOAT LEVEL ADJUSTMENT

FIG. 1



① BACK OUT SLOW IDLE STOP SCREW. THROTTLE VALVE HELD COMPLETELY CLOSED.

METERING ROD ADJUSTMENT

FIG. 2

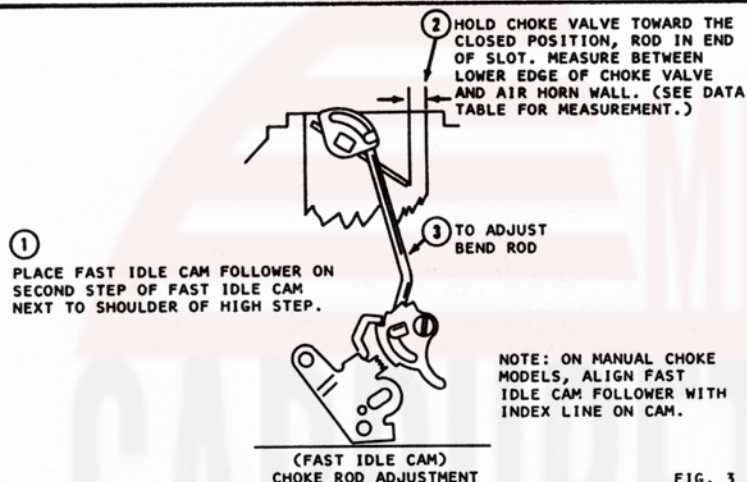
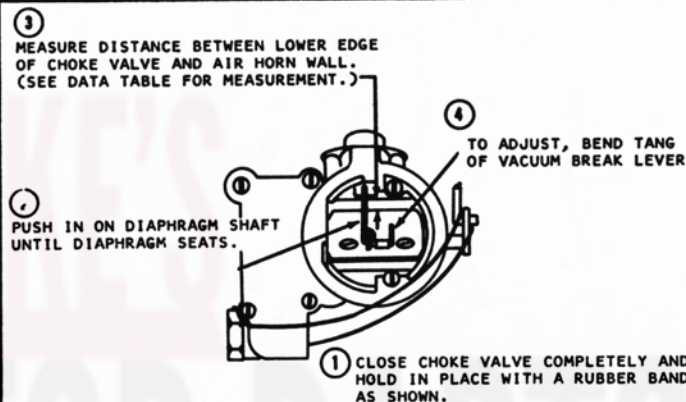
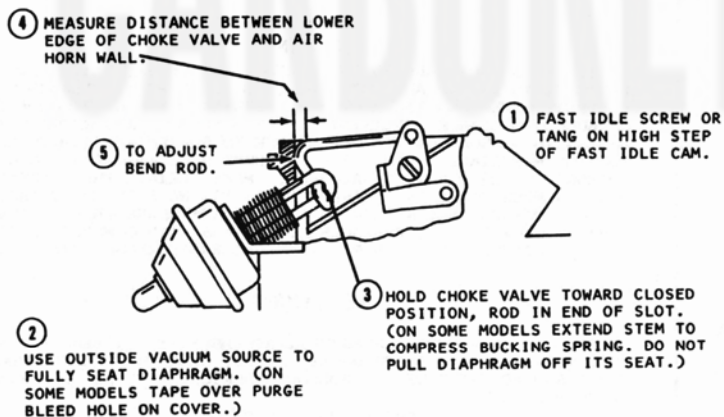


FIG. 3



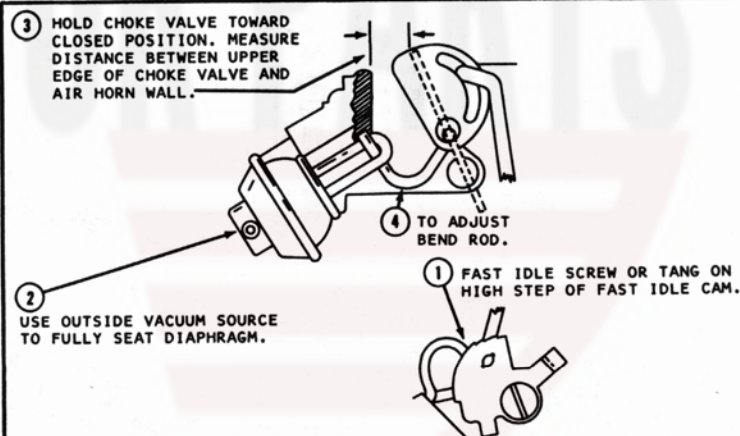
VACUUM BREAK ADJUSTMENT

FIG. 4



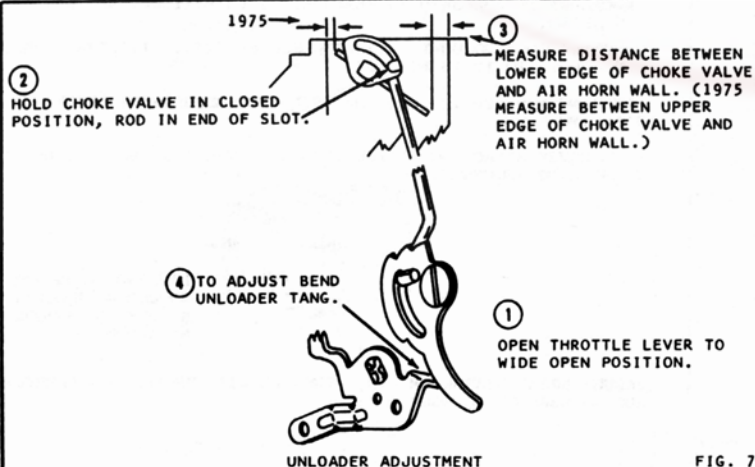
EXTERNAL VACUUM BREAK ADJUSTMENT

FIG. 5



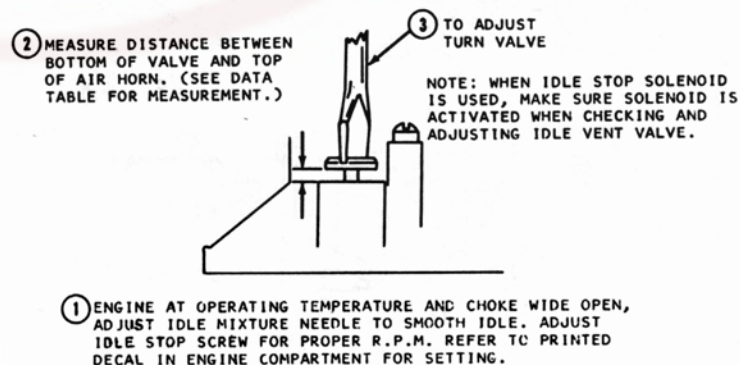
AUXILIARY VACUUM BREAK ADJUSTMENT

FIG. 6



UNLOADER ADJUSTMENT

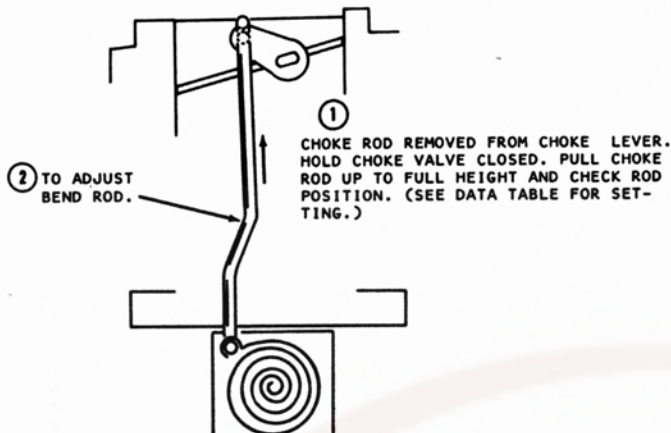
FIG. 7



SLOW IDLE AND IDLE VENT ADJUSTMENT

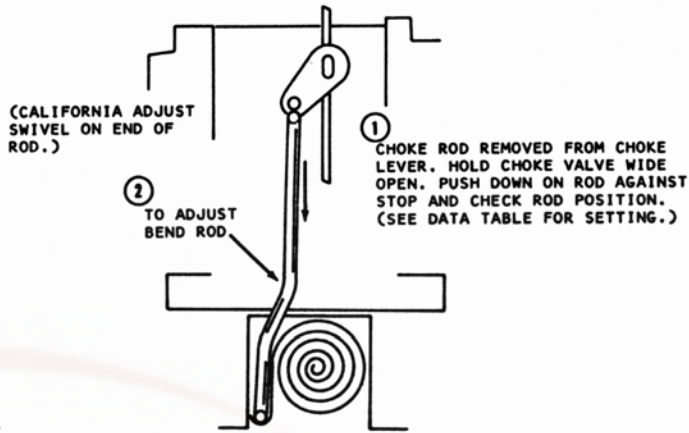
FIG. 8

ADJUSTMENTS



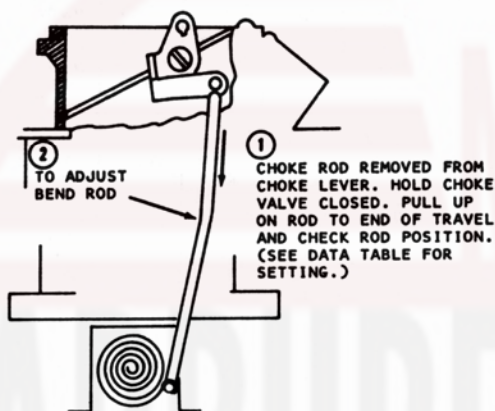
1968-71 CHOKE COIL ROD ADJUSTMENT

FIG. 9



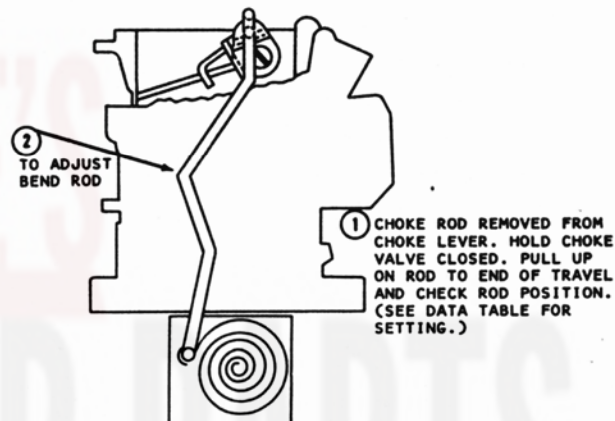
VEGA CHOKE COIL ROD ADJUSTMENT

FIG. 10



1972-74 CHOKE COIL ROD ADJUSTMENT

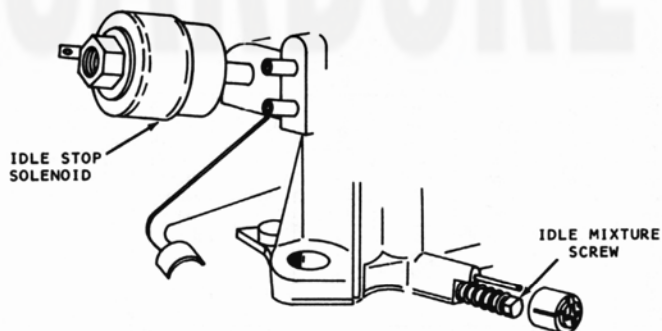
FIG. 11



(1975 USING NOTE 1)
CHOKE COIL ROD ADJUSTMENT

FIG. 12

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.



SUPPLEMENT IDLE ADJUSTING PROCEDURE

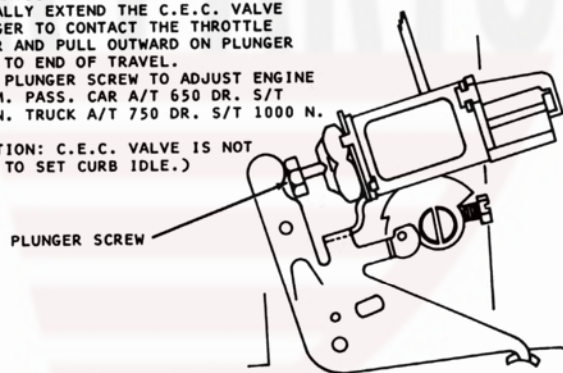
SLOW IDLE ADJUSTMENT WITH AND WITHOUT IDLE STOP SOLENOID

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. DISTRIBUTOR VACUUM HOSE DISCONNECT AND PLUG. ALSO DISCONNECT FUEL TANK HOSE AT VAPOR CANISTER.
3. IDLE MIXTURE SCREW TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 4 TURNS.
4. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE
 - B. AIR CLEANER INSTALLED
5. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE R.P.M. USING A TACHOMETER. NOTE: MODELS USING IDLE STOP SOLENOID MAKE ADJUSTMENT BY TURNING SOLENOID ASSY. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
6. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
7. TO ADJUST SLOWER IDLE SPEED DISCONNECT SOLENOID AT TERMINAL CONNECTION, AUTOMATIC TRANSMISSION IN NEUTRAL. MAKE ADJUSTMENT BY TURNING 1/8" HEX. SCREW AT REAR OF SOLENOID. CONNECT SOLENOID LEAD OPEN THROTTLE AND RELEASE. RECHECK HIGHER IDLE SPEED.
8. INSTALL IDLE LIMITER CAP WHEN REQUIRED.

SLOW IDLE ADJUSTMENT

FIG. 13

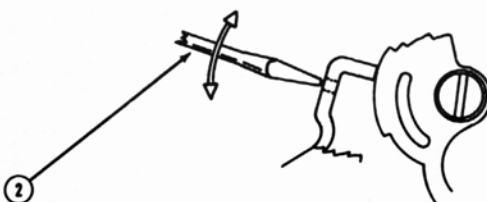
- C.E.C. VALVE ADJUSTMENT
- A. AUTOMATIC TRANSMISSION IN DRIVE
 - B. MANUALLY EXTEND THE C.E.C. VALVE PLUNGER TO CONTACT THE THROTTLE LEVER AND PULL OUTWARD ON PLUNGER STEM TO END OF TRAVEL.
 - C. TURN PLUNGER SCREW TO ADJUST ENGINE R.P.M. PASS. CAR A/T 650 DR. S/T 850 N. TRUCK A/T 750 DR. S/T 1000 N.
- (CAUTION: C.E.C. VALVE IS NOT USED TO SET CURB IDLE.)



C.E.C. VALVE ADJUSTMENT

FIG. 14

- 1 SLOW IDLE ADJUSTED, PLACE FAST IDLE CAM FOLLOWER ON PROPER STEP OF CAM AND CHECK R.P.M. REFER TO PRINTED DECAL IN ENGINE COMPARTMENT OR ADJ. DATA TABLE. NOTE: 1970 CHEVROLET DIVISION MODELS, DISCONNECT ELECTRICAL LEAD TO TRANSMISSION CONTROLLED SPARK SOLENOID.



NOTE: MANUAL CHOKE MODELS ROTATE FAST IDLE CAM TO THE FULL CLOCKWISE POSITION.

FAST IDLE ADJUSTMENT

FIG. 15

ADJUSTMENT DATA TABLE

Form 50-358-4

YEAR	MAKE		FLOAT LEVEL	METERING ROD ADJ.	CHOKE ROD ADJ.	VACUUM BREAK ADJ.	UNLOADER ADJ.	IDLE VENT ADJ.*	SLOW IDLE R.P.M.		FAST IDLE R.P.M.	AUTOMATIC CHOKE ROD ADJ.**
									S/T*	A/T-DR.*		
1968	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	3/64"	-	600	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	750	-	2400 H/S	1-Rod Diameter **
1968	BUICK 6 Cyl. 250" Eng. Special	A/T	5/16"	7/64"	3/16"	1/4"	23/64"	3/64"	-	500	520 L/S	1-Rod Diameter **
		S/T	5/16"	1/8"	3/16"	9/32"	23/64"	3/64"	700 S/E	-	720 L/S	1-Rod Diameter **
1969	BUICK 6 Cyl. 250" Eng. Special	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	500 S/E	620 L/S	1-Rod Diameter **
		S/T	9/32"	9/64"	3/16"	9/32"	23/64"	1/64"	700 S/E	-	720 L/S	1-Rod Diameter **
1970-71	BUICK 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	650 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	900 L/S	1-Rod Diameter **
1968	CAMARO 6 Cyl. 230"-250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	CAMARO 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970-71	CAMARO 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1972	CAMARO 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	CHECKER MTRS. 6 Cyl. 230" Eng.	A/T	9/32"	1/8"	5/32"	1/4"	23/64"	3/64"	-	500 S/E	2400 H/S	1-Rod Diameter **
		S/T	9/32"	1/8"	5/32"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1969	CHECKER MTRS. 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970-71	CHECKER MTRS. 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	600	2400 H/S	1-Rod Diameter **
1972	CHECKER MTRS. 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	CHEVELLE 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	CHEVELLE 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970-71	CHEVELLE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1972	CHEVELLE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	CHEVROLET 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	CHEVROLET 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970-71	CHEVROLET 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1972	CHEVROLET 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	CHEVY II 4 Cyl. 153" Eng.	All/T	11/32"	5/64"	5/32"	-	-	3/64"	750	600	2400 H/S	-
	CHEVY II 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	CHEVY II 4 Cyl. 153" Eng.	All/T	1/4"	5/64"	5/32"	-	-	3/64"	750	600	2400 H/S	-
	6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1968	CHEVROLET TRUCK 6 Cyl. 230" and 250" Eng.	All/T	9/32"	5/32"	5/32"	-	-	3/64"	*	*	-	-
	6 Cyl. 292" Eng. 1/2 and 3/4 Ton	All/T	9/32"	5/64"	5/32"	-	-	3/64"	*	*	-	-
1969	CHEVROLET TRUCK 6 Cyl. HAND/CHOKE	A/T	1/4"	5/64"	3/16"	17/64"	23/64"	3/64"	*	*	*	1-Rod Diameter **
	250" Eng. AUTO/CHOKE	A/T	1/4"	5/64"	1/4"	11/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
	292" Eng. AUTO/CHOKE	A/T	1/4"	5/64"	5/32"	-	-	-	*	*	*	-
1970-71	CHEVROLET TRUCK 250"-292" Eng. HAND/CHOKE	A/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	*	*	*	1-Rod Diameter **
	250" Eng. AUTO/CHOKE	A/T	1/4"	5/64"	3/16"	1/4"	23/64"	-	*	*	*	1-Rod Diameter **
	250" Eng. AUTO/CHOKE 20 & 30 Series	A/T	1/4"	5/64"	9/32"	23/64"	23/64"	-	*	*	*	1-Rod Diameter **
	292" Eng. AUTO/CHOKE	A/T	1/4"	5/64"	1/4"	23/64"	23/64"	-	*	*	*	1-Rod Diameter **
1972	CHEVROLET TRUCK 6 Cyl. 250" Eng.	All/T	1/4"	5/64"	9/64"	13/64"	1/2"	-	*	*	*	-
	250" Eng. AUTO/CHOKE 20 & 30 Series	A/T	1/4"	5/64"	1/8"	11/32"	1/2"	-	*	*	*	-
	250" & 292" Eng. HAND/CHOKE 20 & 30 Series	A/T	1/4"	5/64"	5/32"	-	-	-	*	*	*	-
	292" Eng. AUTO/CHOKE 20 & 30 Series	A/T	1/4"	5/64"	9/16"	11/32"	1/2"	-	*	*	*	-
1968	FIRE BIRD 6 Cyl. 250" Eng.	S/T	5/16"	5/64"	13/64"	19/64"	1/4"	3/64"	*	-	2400 H/S	Gauge Notch on Lever
1969	FIRE BIRD 6 Cyl. 250" Eng.	A/T	9/32"	5/64"	3/16"	17/64"	29/64"	3/64"	*	*	2800 H/S	Gauge Notch on Lever
		S/T	9/32"	5/64"	13/64"	9/32"	29/64"	3/64"	-	*	2400 H/S	Gauge Notch on Lever
1970-71	FIRE BIRD 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1972	FIREBIRD 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	GMC TRUCK 6 Cyl. 230"-250" Eng.	A/T	9/32"	5/32"	5/32"	-	-	3/64"	*	-	-	-
	6 Cyl. 292" Eng. 1/2 and 3/4 Ton	A/T	9/32"	5/64"	5/32"	-	-	3/64"	*	-	-	-
1969	GMC TRUCK 250"-292" Eng.	A/T	1/4"	5/64"	5/32"	-	-	-	*	-	-	-
1970	GMC TRUCK 250"-292" Eng. HAND/CHOKE	A/T	1/4"	5/64"	5/32"	-	-	-	*	-	-	-
1972	GMC TRUCK 6 Cyl. 250" & 292" Eng. HAND/CHOKE	A/T	1/4"	5/64"	5/32"	-	-	-	*	-	-	-
1970-71	NOVA 4 Cyl. 153" Eng.	All/T	1/4"	5/64"	13/64"	17/64"	23/64"	-	750	650	2400 H/S	1-Rod Diameter **
	6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1972	NOVA 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***
1968	OLDSMOBILE 6 Cyl. 250" Eng. F85	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	725	-	750 S/S	1-Rod Diameter **
1969	OLDSMOBILE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	575 S/E	750 S/S	1-Rod Diameter **
		S/T	5/16"	1/8"	3/16"	17/64"	23/64"	1/32"	725	-	750 S/S	1-Rod Diameter **
1970-71	OLDSMOBILE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	900 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	750 L/S	1-Rod Diameter **
1968	PONTIAC CANADA 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	-	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	*	*	1-Rod Diameter **
1969	PONTIAC CANADA 250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	1-Rod Diameter **
1970	PONTIAC CANADA 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	600	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	750	-	2400 H/S	1-Rod Diameter **
1968	TEMPEST 6 Cyl. 250" Eng.	S/T	5/16"	5/64"	13/64"	19/64"	1/4"	3/64"	*	-	2400 H/S	Gauge Notch on Lever
1969	TEMPEST 6 Cyl. 250" Eng.	A/T	9/32"	5/64"	3/16"	17/64"	29/64"	3/64"	*	*	2800 H/S	Gauge Notch on Lever
		S/T	9/32"	5/64"	13/64"	9/32"	29/64"	3/64"	-	*	2400 H/S	Gauge Notch on Lever
1970-71	TEMPEST 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	*	2400 H/S	1-Rod Diameter **
1971	VEGA 2300 140" Eng.	All/T	1/16"	-	1/16"	1/8"	3/8"	-	850/700	650/550	2400 H/S	1-Rod Diameter ***
1972	VEGA 6 Cyl. 140" Eng.	A/T	1/16"	-	5/64"	9/64"	11/32"	-	-	700/550	2800 H/S	1-Rod Diameter ***
	CALIF.	A/T	1/16"	-	5/64"	9/64"	11/32"	-	-	800/550 AC	2800 H/S	1-Rod Diameter ***
	CALIF.	S/T	1/8"	-	1/8"	13/64"	11/32"	-	850/550	-	2400 H/S	1-Rod Diameter ***
		S/T	1/8"	-	1/8"	13/64"	11/32"	-	1200/550	-	2400 H/S	1-Rod Diameter ***
1972	VENTURA II 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	1-Rod Diameter ***

A/T = Automatic Transmission S/T = Standard Transmission

S/E = Idle Stop Solenoid Energized

GENERAL MOTORS PRODUCTS, CAR AND TRUCK
ADJUSTMENT DATA TABLE
Use with 50-358-7

Year	Eng. Size	Carburetor Number	Float Level	Metering Rod Adj.	* Choke Rod Adj.	* Vacuum Break Adj.	* Aux. Vac. Break Adj.	* Unloader Adj.	Fast Idle R.P.M. H/S	Auto Choke Rod Adj.
1973	140"	7043023, 033, 323, 333 S/T	1/8"	---	3/32"	9/64"	---	3/8"	2000	Note 2
	140"	7043024, 034, 324, 334 A/T	1/8"	---	5/64"	1/8"	---	3/8"	2200	Note 2
	250"	7043017, 021 S/T	1/4"	5/64"	9/32"	23/64"	---	1/2"	1800	Note 2
	250"	7043014, 022 A/T	1/4"	5/64"	1/4"	19/64"	---	1/2"	1800	Note 2
	250"	7043009 w/Manual Choke	1/4"	5/64"	5/32"	---	---	---	2400	Note 2
	250"	7043025 Truck H/D	1/4"	5/64"	23/64"	7/16"	---	39/64"	2400	Note 2
	292"	7043026, 326 Auto/Choke	1/4"	5/64"	3/8"	7/16"	---	39/64"	2400	Note 2
	292"	7043012, 312, w/Manual Choke	1/4"	5/64"	5/32"	---	---	---	2400	Note 2
1974	140"	7044023, 033, 323, 333 S/T	1/8"	---	5/64"	1/8"	---	3/8"	2000	Note 2
	140"	7044024, 034, 324, 334 A/T	1/8"	---	5/64"	1/8"	---	3/8"	2200	Note 2
	250"	7044011 w/Manual Choke	1/4"	1/16"	5/32"	---	---	---	2400	Note 2
	250"	7044014 A/T	11/32"	5/64"	15/64"	9/32"	---	1/2"	1800	Note 2
	250"	7044017, 021 S/T	11/32"	5/64"	9/32"	11/32"	---	1/2"	1800	Note 2
	250"	7044022, 314 A/T	11/32"	5/64"	1/4"	19/64"	---	1/2"	1800	Note 2
	250"	7044025 Truck H/D	1/4"	1/16"	1/4"	19/64"	---	1/2"	2400	Note 2
	250"	7044321 S/T	11/32"	5/64"	19/64"	3/8"	---	1/2"	1800	Note 2
1974-75	292"	7044012 w/Manual Choke	1/4"	1/16"	5/32"	---	---	---	2400	Note 2
	292"	7044026		1/16"	9/32"	11/32"	---	1/2"	2400	Note 2
1975	140"	7045024, 028 A/T	1/8"	---	5/64"	7/64"	29/64"	7/32"	2200	Note 2
	140"	7045025, 029 S/T	1/8"	---	5/64"	7/64"	29/64"	7/32"	2000	Note 2
	250"	7045003 S/T	11/32"	5/64"	9/32"	23/64"	33/64"	21/64"	1800	Note 1
	250"	7045010 A/T	11/32"	5/64"	9/32"	23/64"	33/64"	21/64"	1800	Note 1
	250"	7045012 A/T	11/32"	5/64"	5/32"	13/64"	7/32"	9/32"	1700	Note 1
	250"	7045013 S/T	11/32"	5/64"	9/32"	23/64"	5/16"	9/32"	1800	Note 1
	250"	7045032 A/T	11/32"	5/64"	13/64"	1/4"	---	9/32"	1800	Note 2
	250"	7045302 A/T	11/32"	5/64"	19/64"	3/8"	33/64"	9/32"	1800	Note 1
	250"	7045311 S/T	11/32"	5/64"	19/64"	3/8"	33/64"	21/64"	1800	Note 1
	250"	7045314 A/T	11/32"	5/64"	15/64"	9/32"	5/16"	9/32"	1700	Note 1
1975-76	250	7045303 S/T	11/32"	5/64"	9/32"	3/8"	33/64"	9/32"	1800	Note 1
1976	140"	17056022, 023, 026, 027	1/8"	---	3/64"	1/16"	29/64"	7/32"	2200	Note 2
	250"	17056002, 6004	11/32"	5/64"	1/8"	11/64"	17/64"	11/32"	2200P	Note 1
	250"	17056003	11/32"	5/64"	9/64"	3/16"	Note 3	11/32"	2100N	Note 1
	250"	17056006, 6007	1/4"	5/64"	1/8"	11/64"	---	9/32"	2400	Note 2
	292"	17056008, 6009, 6308, 6309	1/4"	5/64"	5/32"	3/16"	---	9/32"	2400N	Note 2
	292"	17056011	1/4"	5/64"	3/32"	---	---	---	2400N	---
	250"	17056012, 6013, 6014, 6015	11/32"	5/64"	3/32"	7/64"	7/32"	17/64"	2200	Note 1
	250"	17056018	11/32"	5/64"	3/32"	7/64"	7/32"	17/64"	2200P	Note 1
	250"	17056302	11/32"	5/64"	5/32"	3/16"	Note 3	21/64"	1700P	Note 1
	250"	17056303	11/32"	5/64"	3/16"	15/64"	Note 3	21/64"	2100N	Note 1
	250"	17056313	11/32"	5/64"	7/64"	3/16"	21/64"	17/64"	1700N	Note 1
	250"	17056314	11/32"	5/64"	9/64"	5/32"	9/32"	17/64"	1700P	Note 1

NOTE: 1 Bottom of Rod even with top of lever. (Fig. 12 for Adj.)

NOTE: 2 Top of Rod or pin even with bottom of hole.

NOTE: 3 Wide open choke.

* 1976 & later: Gauge at upper edge of choke valve.

Slow idle adjustment, refer to Engine Decal.

A/T = Automatic Transmission

S/T = Standard Transmission

H/S = High Step (Fast Idle Cam)



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

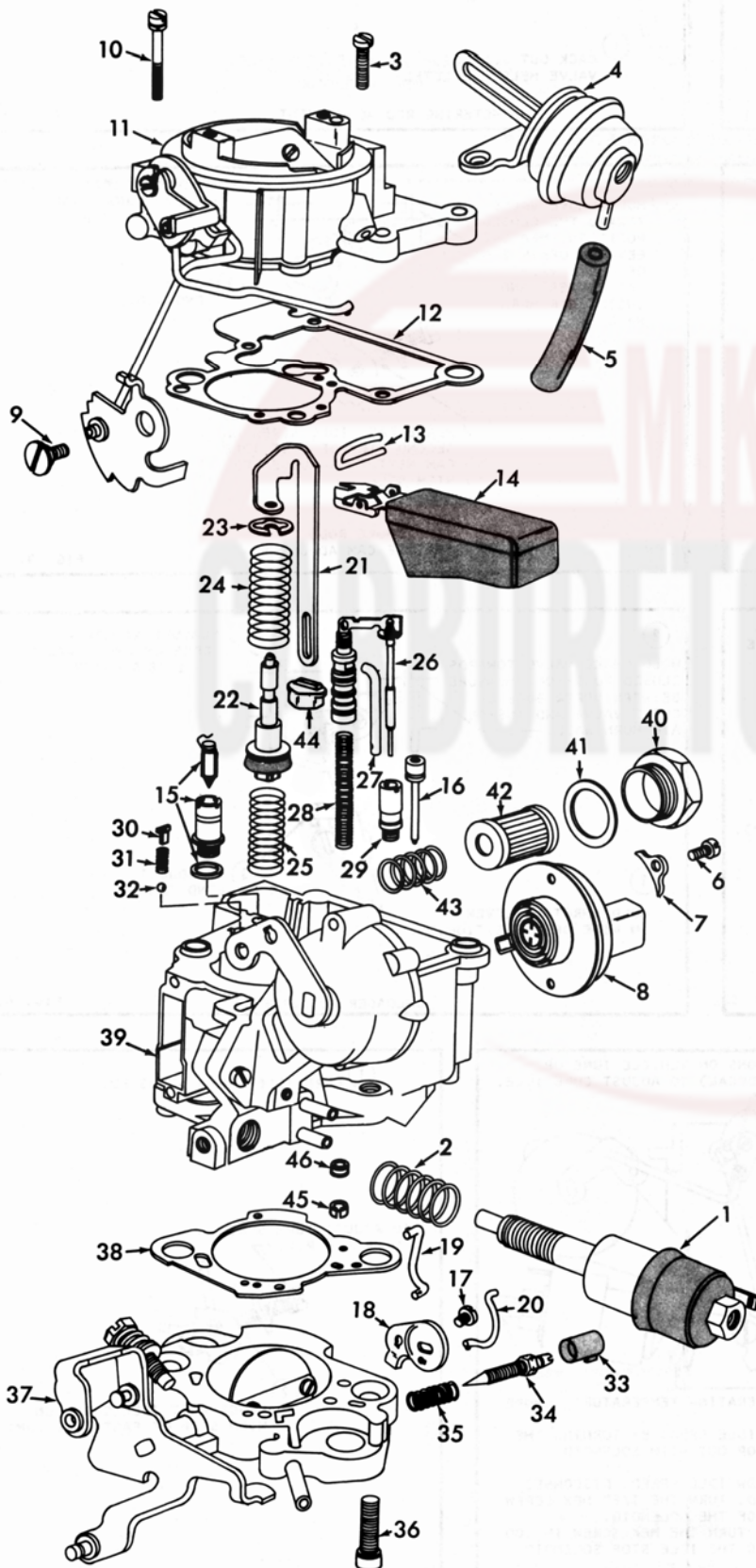
OFF VEHICLE CARBURETOR SERVICE

ROCHESTER MODEL — 1 ME

50-527-7

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. CALIBRATION SCREW FOR PART THROTTLE, LOCATED IN FLOAT BOWL IS FACTORY ADJUSTED AND SHOULD NOT BE TAMPERED WITH. IDLE LIMITER CAP (33) CAN EASILY BE REMOVED BY BREAKING OFF WITH A PAIR OF PLIERS. NO REPLACEMENT CAP IS NECESSARY AS A BARE MIXTURE SCREW IS SUFFICIENT TO INDICATE THAT THE MIXTURE HAS BEEN READJUSTED. TAMPER RESISTANT CHOKE HOUSING AND COVER ASSEMBLY MUST BE REMOVED ON MAJOR OVERHAUL AND WHEN NECESSARY TO REMOVE RIVETS, RETAINERS AND CHOKE COIL COVER. SEE FIG. 10 ON REMOVING AND REPLACING COVER.

NOMENCLATURE

REF. NO.	REF. NO.
1. SOLENOID- IDLE STOP	24. SPRING- PUMP
2. SPRING- SOLENOID	25. SPRING- PUMP RETURN
3. SCREW (2)- CHOKE PULL OFF	26. POWER PISTON & METERING ROD ASSY.
4. CHOKE PULL OFF ASSY.	27. ROD- POWER PISTON
5. HOSE- CHOKE PULL OFF	28. SPRING- POWER PISTON
6. SCREW (3)- RETAINER	29. JET- MAIN METERING
7. RETAINER (3)- CHOKE COVER	30. GUIDE- PUMP DISC. SPRING
8. CHOKE COVER ASSY.	31. SPRING- PUMP DISC. BALL
9. SCREW- FAST IDLE CAM	32. BALL- PUMP DISC. CHECK
10. SCREW & LOCKWASHER (4)- BOWL COVER	33. CAP- IDLE LIMITER
11. BOWL COVER ASSY.	34. NEEDLE- IDLE ADJUSTING
12. GASKET- BOWL COVER	35. SPRING- IDLE ADJ. NEEDLE
13. HINGE PIN- FLOAT	36. SCREW & LOCKWASHER (2)- THROTTLE BODY
14. FLOAT ASSY.	37. THROTTLE BODY ASSY.
15. NEEDLE, SEAT & GASKET ASSY.	38. GASKET- THROTTLE BODY
16. IDLE TUBE ASSY.	39. FLOAT BOWL ASSY.
17. SCREW- PUMP & POWER LINK LEVER	40. NUT- FUEL INLET FILTER
18. LEVER- PUMP & POWER LINK	41. GASKET- FILTER NUT
19. LINK- PUMP	42. FILTER- FUEL
20. LINK- POWER PISTON ROD	43. SPRING- FUEL FILTER
21. ROD- PUMP	44. SEAL- PUMP ROD
22. PUMP PISTON ASSY	45. RETAINER- ROD SEAL
23. RETAINER PUMP SPRING	46. SEAL- POWER PISTON ROD

CLEANING

CAUTION: SOLENOID (1) CHOKE PULL OFF (4) ELECTRIC CHOKE COVER (8) OR PARTS CONTAINING RUBBER SHOULD NOT BE PLACED IN ANY TYPE OF CLEANING SOLVENT. PLASTIC PARTS WILL WITHSTAND NORMAL CLEANING TIME IN AN APPROVED COLD IMMERSION TYPE CARBURETOR CLEANER. 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 BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

REASSEMBLY

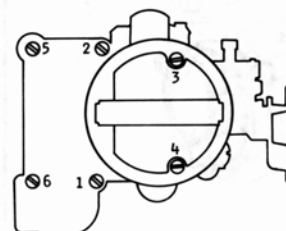
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (34)- TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 TURNS

THROTTLE BODY TO BOWL ATTACHING SCREWS (36)- TIGHTEN EVENLY AND TORQUE TO 12-15 FT. LBS.

BOWL COVER ATTACHING SCREWS (3)(10)- TIGHTEN SECURELY USING TIGHTENING SEQUENCE.

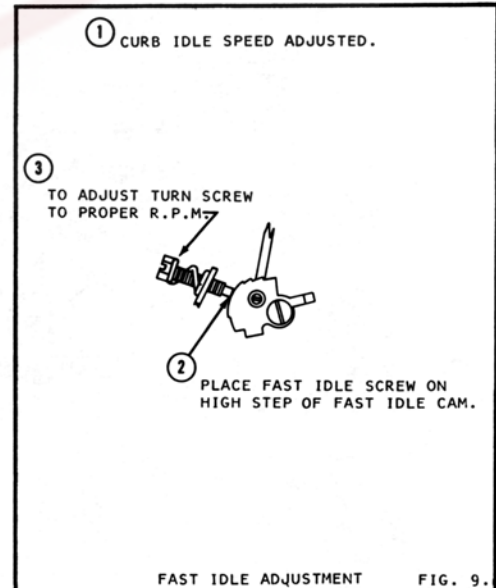
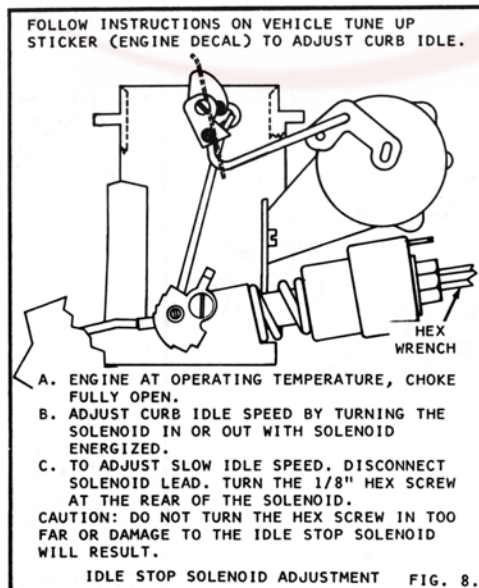
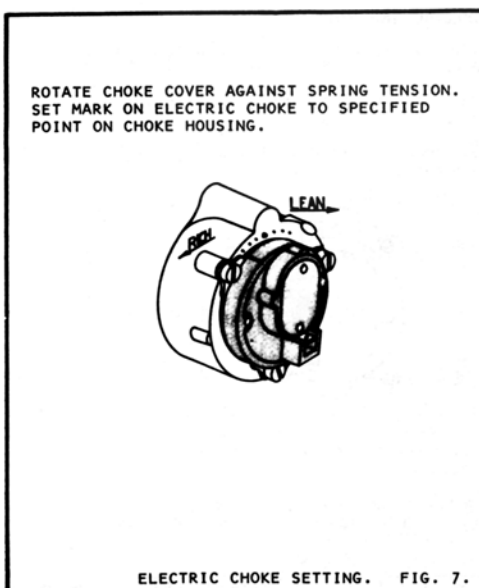
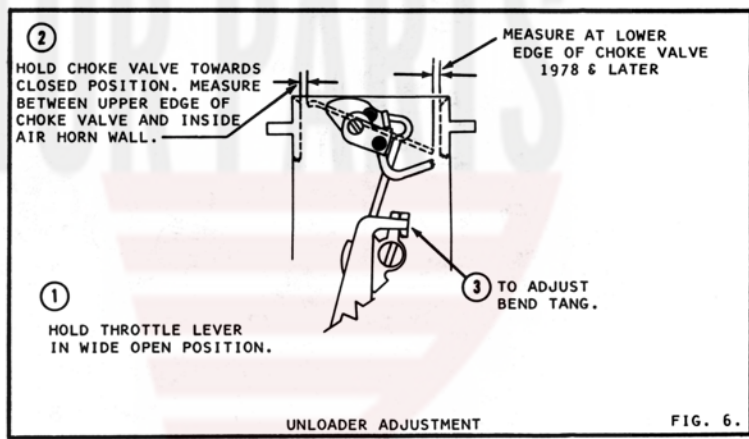
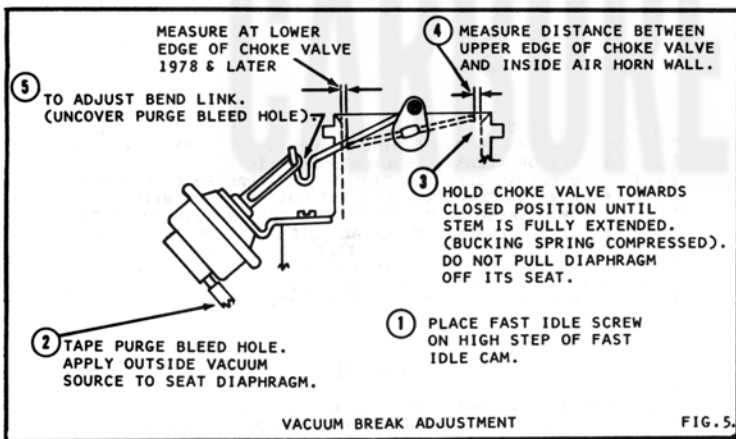
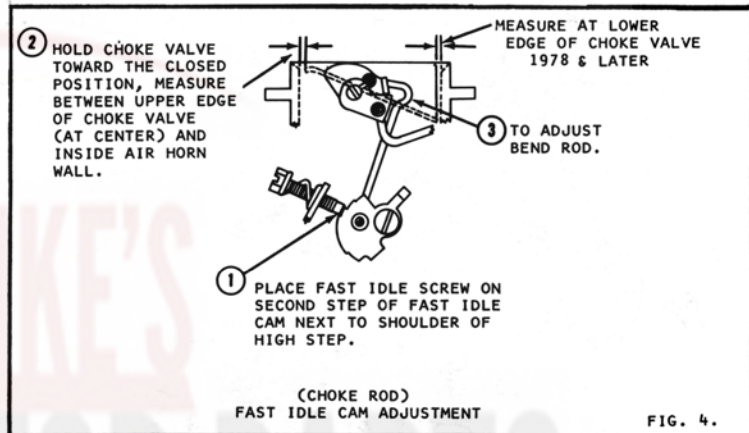
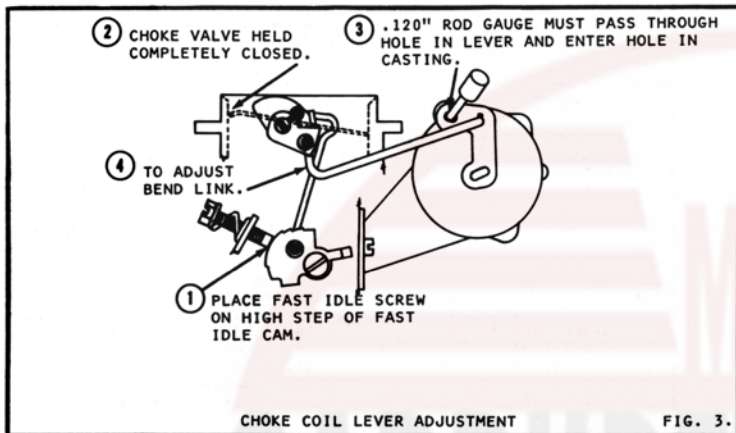
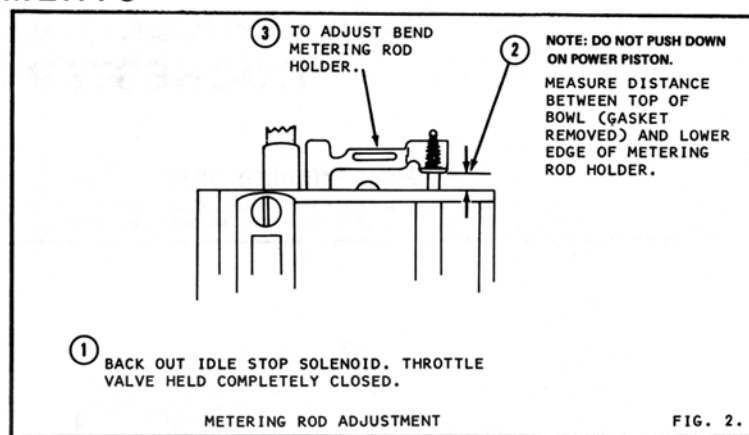
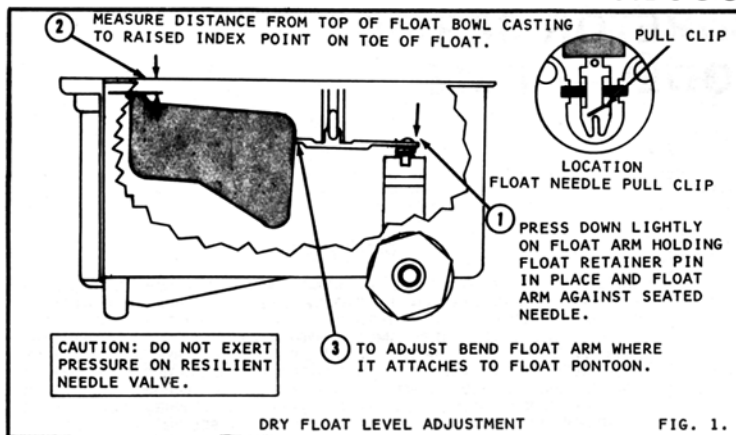


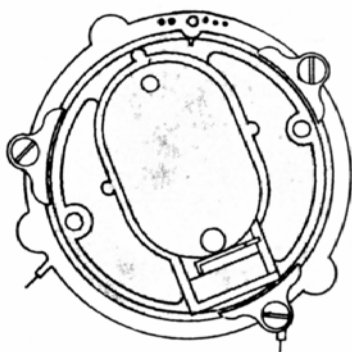
PUMP & POWER LINK LEVER SCREW (17)- USE A THREAD SEALANT ON SCREW WHEN INSTALLING.

CHOKE COVER ASSY. (8)- DO NOT INSTALL A CHOKE COVER GASKET BETWEEN THE ELECTRIC CHOKE ASSY. AND THE CHOKE HOUSING.

CARBURETOR HOLD DOWN NUTS TIGHTEN TO 8-14 FT. LBS. OF TORQUE.

ADJUSTMENTS





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

BEFORE ASSEMBLING CHOKE, START SELF TAPPING SCREWS IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY. CHOKE COVER INSTALLATION, ALIGN NOTCH IN COVER WITH RAISED BOSS CAST IN CHOKE HOUSING. TIGHTEN SCREWS EVENLY AND SECURELY.

1980

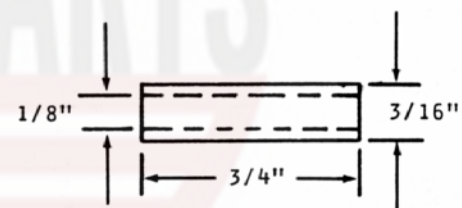
CAUTION: BE SURE LOOP END OF COIL SPRING IS ON PIN OF COIL PICK UP LEVER.

1981

CAREFULLY ALIGN A #21 DRILL (.159") ON POP RIVET HEAD AND DRILL ENOUGH TO REMOVE RIVET HEAD. DRILL ALL 3 RIVET HEADS. USE A DRIFT PUNCH AND HAMMER, DRIVE THE REMAINDER OF RIVETS OUT OF THE CHOKE HOUSING. REMOVE CHOKE COMPONENTS.

TO REASSEMBLE ALIGN NOTCH IN COVER WITH RAISED BOSS CAST IN CHOKE HOUSING, (CAUTION: BE SURE LOOP END OF COIL SPRING IS ON PIN OF COIL PICK UP LEVER.) INSTALL RETAINERS AND NEW POP RIVETS TO SECURE CHOKE COVER.

IT MAY BE NECESSARY TO USE AN ADAPTER (TUBE) IF INSTALLING TOOL INTERFERES WITH ELECTRICAL CONNECTOR TOWER ON CHOKE COVER.



MADE FROM STEEL TUBING.

**REMOVING & REPLACING TAMPER
RESISTANT CHOKE COVER**

FIG. 10

ADJUSTMENT DATA TABLE

Year	Application		Float Level (Dry)	Metering Rod	Choke Rod(Fast Idle Cam)	Vacuum Break	Unloader	Auto Choke	Slow Idle	Fast Idle R.P.M.
1977	Checker Mtrs. 250" Eng.									
	Federal	A/T	3/8"	5/64"	3/32"	7/64"	21/64"	1-RICH	E/D	2000
	Altitude	A/T	3/8"	5/64"	7/64"	1/8"	21/64"	1-LEAN	E/D	2100
1978	Checker Mtrs. 250" Eng.									
	Federal	A/T	5/16"	3/32"	3/16"	13/64"	1/2"	INDEX	E/D	2100
	California	A/T	3/8"	3/32"	3/16"	1/4"	13/32"	INDEX	E/D	2000
1979	Checker Mtrs. 250" Eng.									
	Federal	A/T	3/8"	3/32"	3/16"	13/64"	13/32"	INDEX	E/D	E/D
	Calif.	A/T	3/8"	3/32"	13/64"	1/4"	13/32"	INDEX	E/D	E/D
1976	Chevrolet 4 Cyl.									
		A/T	5/32"	5/64"	1/16"	3/32"	13/64"	3-RICH	E/D	2200
		M/T	5/32"	5/64"	1/16"	3/32"	13/64"	3-RICH	E/D	2000
1977	Chevrolet 4 Cyl.									
		A/T	5/32"	5/64"	3/64"	5/64"	13/64"	2-RICH	E/D	2400
		M/T	5/32"	5/64"	3/64"	5/64"	13/64"	2-RICH	E/D	2300
1978	Chevrolet 4 Cyl. 97.6" Eng.									
	Federal	A/T	5/32"	5/64"	5/64"	1/8"	1/2"	3-RICH	E/D	2400
	Carb. No. 17058031	M/T	5/32"	5/64"	7/64"	5/32"	1/2"	2-RICH	E/D	2400
	Carb. No. 17058035	M/T	5/32"	5/64"	5/64"	1/8"	1/2"	3-RICH	E/D	2300
	Calif./Alt.	A/T	5/32"	5/64"	5/64"	5/32"	1/2"	2-RICH	E/D	2400
		M/T	5/32"	5/64"	5/64"	5/32"	1/2"	2-RICH	E/D	2300
1977	Chevrolet 6 Cyl. 250" Eng.									
	Federal	A/T	3/8"	5/64"	3/32"	1/8"	21/64"	1-RICH	E/D	2000
	Federal	M/T	3/8"	5/64"	7/64"	1/8"	21/64"	1-RICH	E/D	2000
	Carb. No. 17057025/029	M/T	3/8"	5/64"	7/64"	9/64"	21/64"	INDEX	E/D	2000
	Altitude	A/T	3/8"	5/64"	7/64"	1/8"	21/64"	1-LEAN	E/D	2100
	California	A/T	3/8"	5/64"	3/32"	7/64"	21/64"	INDEX	E/D	1800
	Calif. Carb. No. 17057310/ 312	A/T	3/8"	3/32"	3/32"	7/64"	7/32"	INDEX	E/D	1800
	Calif. Carb. No. 17057322/324	A/T	3/8"	3/32"	1/8"	9/64"	13/64"	INDEX	E/D	1800
	Canada	A/T	3/8"	5/64"	7/64"	9/64"	21/64"	INDEX	E/D	2000
1978	Chevrolet 6 Cyl. 250" Eng.									
	Federal	A/T	5/16"	3/32"	3/16"	13/64"	1/2"	INDEX	E/D	2100
		M/T	3/8"	5/64"	3/16"	13/64"	1/2"	INDEX	E/D	2000
	California	A/T	3/8"	3/32"	3/16"	1/4"	13/32"	INDEX	E/D	2000
	Canada		5/16"	5/64"	13/64"	1/4"	29/64"	INDEX	E/D	2000
1979	Chevrolet 6 Cyl. 250" Eng.									
	Federal	All/T	3/8"	3/32"	3/16"	13/64"	13/32"	INDEX	E/D	E/D
	Calif.	A/T	3/8"	3/32"	13/64"	1/4"	13/32"	INDEX	E/D	E/D
1977	Chevrolet & GMC Truck 6 Cyl. 250" Eng.									
		A/T	3/8"	5/64"	7/64"	9/64"	21/64"	INDEX	E/D	2100
		M/T	3/8"	5/64"	1/8"	5/32"	21/64"	INDEX	E/D	2100
	Altitude	A/T	3/8"	5/64"	9/64"	3/16"	21/64"	INDEX	E/D	2100
	Altitude	M/T	3/8"	5/64"	7/64"	9/64"	21/64"	INDEX	E/D	2100
	Carb. No. 17057006/7007	All/T	5/16"	1/16"	5/32"	3/16"	1/2"	INDEX	E/D	2400
1978	Chevrolet & GMC Truck 250" Eng.									
	Federal	A/T	5/16"	5/64"	13/64"	1/4"	29/64"	INDEX	E/D	2100
	Fed. Carb. No. 17058006	A/T	5/16"	5/64"	9/32"	21/64"	1/2"	INDEX	E/D	2400
	Federal	M/T	5/16"	5/64"	13/64"	1/4"	29/64"	INDEX	E/D	2100
	Fed. Carb. No. 17058007	M/T	5/16"	5/64"	9/32"	21/64"	1/2"	INDEX	E/D	2400
	Altitude	All/T	5/16"	5/64"	3/16"	1/4"	39/64"	INDEX	E/D	2100
	California	A/T	5/16"	5/64"	3/16"	1/4"	39/64"	INDEX	E/D	2100
		M/T	5/16"	3/32"	3/16"	1/4"	39/64"	INDEX	E/D	2100
1977	Chevrolet & GMC Truck 6 Cyl. 292" Eng.									
		All/T	5/16"	1/16"	5/32"	3/16"	1/2"	INDEX	E/D	2400
	Hand/Choke		5/16"	1/16"	3/32"	----	----	-----	E/D	2400
1978	Chevrolet & GMC Truck 292" Eng.									
	Federal	All/T	5/16"	1/16"	9/32"	21/64"	1/2"	INDEX	E/D	2400
	Fed. Carb. No. 17058011	M/T	5/16"	1/16"	5/32"	----	----	-----	E/D	2400
	California	All/T	5/16"	1/16"	9/32"	21/64"	1/2"	INDEX	E/D	2400
1979	Chevrolet & GMC Trk. 292" Eng.									
		All/T	3/8"	3/32"	9/32"	13/32"	33/64"	2-RICH	E/D	E/D
1980-89	Chevrolet & GMC Trk. 292" Eng.									
		All/T	11/32"	3/32"	9/32"	13/32"	33/64"	TR	E/D	E/D
1977	Pontiac (Acadian) 4 Cyl.									
		A/T	5/32"	5/64"	3/64"	5/64"	13/64"	2-RICH	E/D	2400
		M/T	5/32"	5/64"	3/64"	5/64"	13/64"	2-RICH	E/D	2300
1978	Pontiac (Acadian) 4 Cyl.									
	Canada	A/T	5/32"	5/64"	5/64"	1/8"	1/2"	3-RICH	E/D	2400
		M/T	5/32"	5/64"	5/64"	1/8"	1/2"	3-RICH	E/D	2300
	Canada 250" Eng. 6 Cyl.									
	Carb. No. 17058014	A/T	5/16"	3/32"	3/16"	13/64"	1/2"	INDEX	E/D	2100
	Carb. No. 17058026	A/T	5/16"	5/64"	13/64"	1/4"	29/64"	INDEX	E/D	2100

E/D = ENGINE DECAL

REV. 06/11

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:

