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

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET /22 (0 BOWL COVER INSTALLATION. TIGHTEN BOWL COVER SCREWS IN SEQUENCE AS SHOWN. 16 38 33 34 35 PARTS FROM OLD PLUNGER 36 -66

DISASSEMBLY

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: PUMP LEVER PIN (9) CAN BE DRIVEN IN UNTIL IT RELEASES PUMP LEVER (10). BOWL COVER SCREWS (24) ARE LOCATED INSIDE OF THE AIR HORN. ON MODELS WITH 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 PREYING 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 CAN CAREFULLY BE REMOVED BY CUTTING OFF WITH PLIERS. NO REPLACEMINT CAPS ARE NECESSABY 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. OA TIEMPT SHOULD BE MADE TO READJUST. FACTORY ADJUSTED TO MEET EMISSION REQUIREMENTS.

NOMENCI ATILDE

	NOMENO	LAIU	KE
REF.		REF.	STATE OF THE STATE
1.	SCREW (2)-FRONT VACUUM BREAK	×38.	SPRING-AUX. POWER PISTON
2.	FRONT VACUUM BREAK ASSY.	39.	INSERT - FLOAT BOWL
	HOSE-FRONT VAC. BREAK		FLOAT & LEVER ASSY.
-	UNIT		HINGE PIN - FLOAT
4.	CONNECTING ROD-FRONT VAC.	42.	NEEDLE, SEAT, & GASKET ASSY.
5.	HOSE-REAR VAC. BREAK	43.	PLUG-PUMP DISC. BALL
	SCREW (2)-REAR VAC. BREAK		BALL - PUMP DISC.
	REAR VACUUM BREAK ASSY.	45.	JET (2) - PRIMARY MAIN
8.	CONNECTING ROD-REAR VAC.	46.	SCREW (3)-CHOKE COVER RETAINER
9.	PIN-PUMP LEVER	47.	RETAINER (3)-CHOKE COVER
	LEVER - PUMP	48.	CHOKE COVER ASSY.
11.	ROD - PUMP	49.	GASKET - CHOKE COVER
12.	SCREW & LOCKWASHER- VENT		SCREW - STAT COIL LEVER
	COVER		LEVER - STAT COIL
	COVER - VENT VALVE	52.	SCREW & WASHER-CHOKE
	GASKET - COVER	Ser.	HOUS ING
	SPRING - VENT VALVE		CHOKE HOUSING
	SCREW - CHOKE LEVER		SEAL-CHOKE HOUSING
	LEVER - CHOKE SHAFT		CAM - FAST IDLE
18.	SCREW-SEC. METERING ROD		CAM - SECONDARY LOCKOUT
1.0	HOLDER-SEC, METERING RODS	57.	SHAFT ASSYINTERMEDIATE
		F.0	CHOKE
	METERING ROD (2)-SECONDARY SCREW & LOCKWASHER (2)-		ROD - CHOKE
21.	BOWL COVER (LONG)		LEVER-INTERMEDIATE CHOKE SEAL-INTERMEDIATE CHOKE
22	SCREW & LOCKWASHER (4)-	00.	SHAFT
22.	BOWL COVER	6.1	TUBE - VACUUM PASSAGE
X27	BAFFLE - AIR		SCREW & LOCKWASHER (2) -
	SCREW (2) - BOWL COVER	02.	THROTTLE BODY
	(TAPERED HEAD)	63	THROTTLE BODY ASSY.
	BOWL COVER ASSY.		CAP (2) - IDLE LIMITER
	METERING ROD (1) -		NEEDLE (2)-IDLE ADJUSTING
20.	AUXILIARY		SPRING (2) - IDLE ADJ.
27.	GASKET - BOWL COVER	00.	NEEDLE
	SPACER - PUMP STEM	67.	GASKET - THROTTLE BODY
	PUMP ASSY.		FILTER NUT-FUEL INLET
30.	SPRING - PUMP RETURN		GASKET-FILTER NUT
31.	SCREW (2)-ANEROID ASSY.		FILTER - FUEL
32.	ANEROID ASSY.(SPACER 1976)		SPRING - FUEL FILTER
	POWER PISTON ASSY MAIN	×72.	SCREW (2) - COVER .
	SPRING - METERING ROD	×73.	COVER - IDLE COMPENSATOR
	METERING ROD (2)-MAIN	×74.	IDLE COMPENSATOR ASSY.
	SPRING-MAIN PISTON ASSY.	×75.	GASKET - IDLE COMPENSATOR
37.	POWER PISTON ASSY		FLOAT BOWL ASSY.
	AUXILIARY		

* ITEMS NOT NORMALLY FOUND ON

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. 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.

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

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS SEE NEXT PAGE.

ADJUSTMENTS

SPECIAL INSTRUCTIONS

FUEL FILTER NUT & 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.

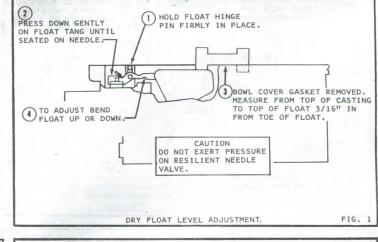
CHOKE COVER ASSY. (48)- DO NOT INSTALL COVER UNTIL CHOKE LINKAGE ADJUSTMENTS ARE MADE. <u>CAUTION</u>: ELECTRIC CHOKE MODELS DO NOT USE A CHOKE COVER GASKET (49) BETWEEN THE ELECTRIC CHOKE ASSY. AND HOUSING

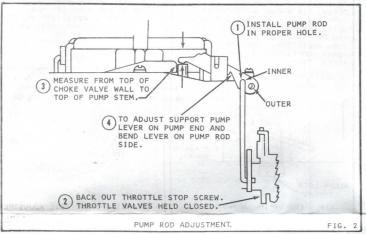
FLOAT INSTALLATION- INSTALL FLOAT BY SLIDING FLOAT LEVER UNDER PULL CLIP FROM FRONT TO BACK, INSTALL FLOAT PIN (DO NOT INSTALL PULL CLIP IN HOLES OF FLOAT ARM).

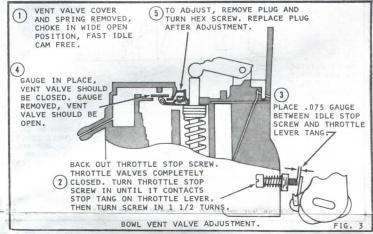
POWER PISTON ASSYS. (33) (37)- PRESS DOWN FIRMLY ON PLASTIC POWER PISTON RETAINER TO BE SURE IT IS FLUSH WITH TOP OF BOWL CASTING.

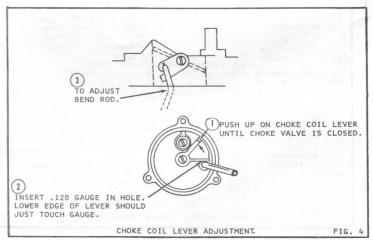
BOWL COVER INSTALLATION-TIGHTEN BOWL COVER SCREWS IN SEQUENCE AS SHOWN.(SEE EXPLODED VIEW).

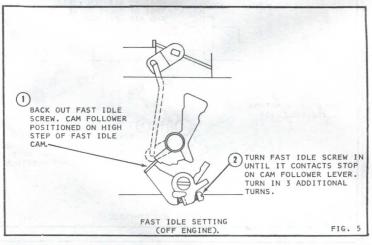
REFER TO DECAL IN ENGINE COMPARTMENT FOR CORRECT TUNE UP PROCEDURE AND SPECIFICATIONS.

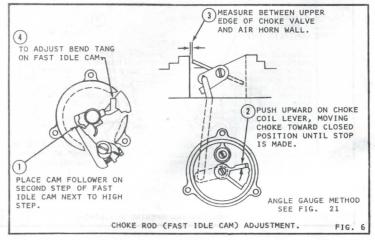


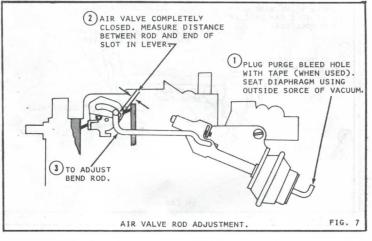


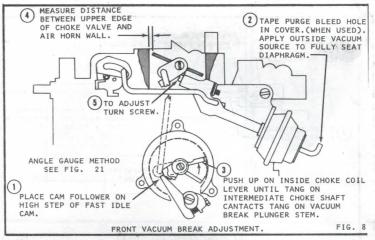


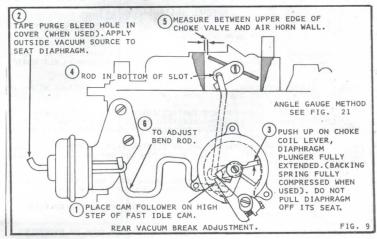


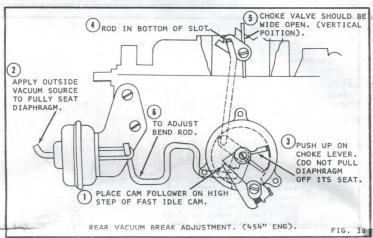










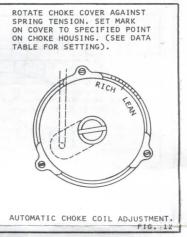


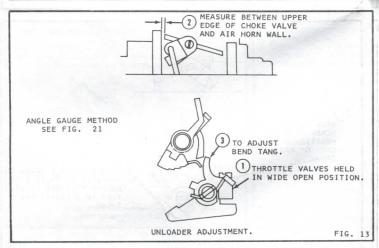
TO ADJUST LOOSEN ALLEN LOCK
SCREW. AIR VALVES HELD CLOSED
TURN ADJUSTING SCREW CLOCKWISE
UNTIL TORSION SPRING CONTACTS
PIN ON AIR VALVE SHAFT. THEN
TURN ADDITIONAL SPECIFIED
TURNS AND TIGHTEN ALLEN LOCK
SCREW. (SEE DATA TABLE FOR TURNS).

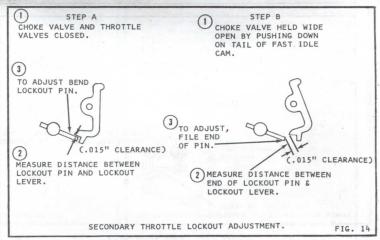
ADJUSTING SPRING
SCREW.

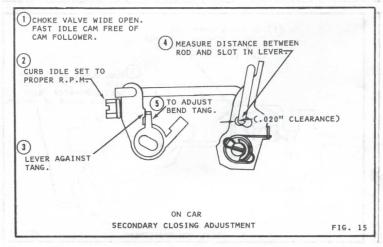
ALLEN LOCK
SCREW.

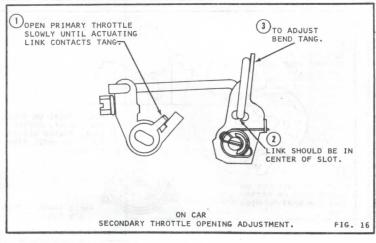
AIR VALVE SPRING ADJUSTMENT.

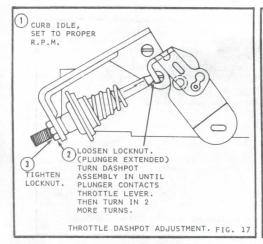


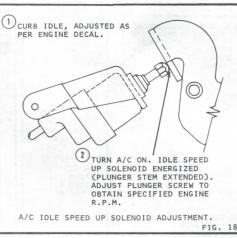


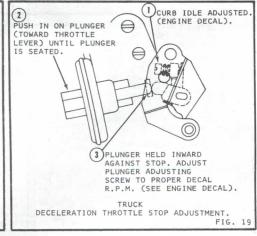


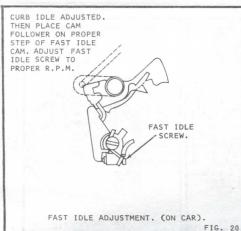








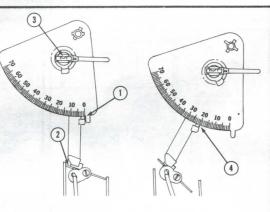




CAUTION: PLACE CARBURETOR ON HOLDING FIXTURE SO THAT IT WILL REMAIN IN SAME POSITION WHEN GAUGE IS IN PLACE.

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

GAUGE: J-26701 KENT MOORE TOOL BT-7704 BORROUGHS TOOL



ANGLE GAUGE METHOD
(USE WITH REGULAR ADJUSTMENT OUTLINE)

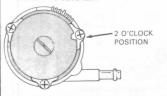
FIG. 21

1980 SPECIAL INSTRUCTIONS

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

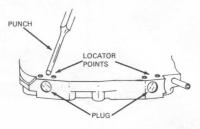
BEFORE ASSEMBLING CHOKE, START SELF TAPPING SCREWS IN CHOKE HOUSING TO BE SURE SCREWS START EASILY AND ARE ALIGNED PROPERLY.

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



REMOVING & REPLACING TAMPER RESISTANT CHOKE COVER

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



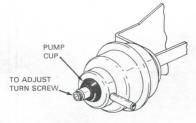
IDLE MIXTURE NEEDLE PLUG REMOVAL

FOLLOW PROCEDURE IN FIG. 9, & FIG. 21.

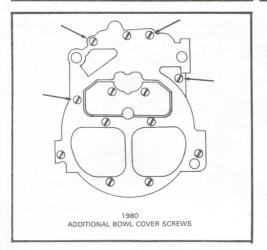
TO ADJUST USE A 1/8" HEX WRENCH TURN SCREW IN REAR COVER UNTIL BUBBLE IS CENTERED.

NOTE: ON DELAY MODELS 1/#634433 OR #64797 STAMPED ON

NOTE: ON DELAY MODELS (#634433 OR #64797 STAMPED ON BRACKET), PLUG END COVER USING A PUMP PLUNGER CUP 2G TYPE OR EQUIVALENT, REMOVE CUP AFTER ADJUSTMENT.



REAR VACUUM BREAK ADJUSTMENT (SCREW ADJUSTMENT TYPE)



ADJUSTMENT DATA TABLE

ROCHESTER CARBURETOR - MODELS M4MC, M4MCA, M4MEA

© 1983 TECHLIT CO.

1976-7,7 Chevrolet 350" Eng. Canada

15/32"

Outer

3/8"

3 Turns

21/64"

1/64"

5/32"

7/8

Index

21/64"

1600P H/S

A/T

USE WITH 50-505-3 Printed in U.S.A. Pump Fast Vacuum Vacuum Air Valve Auto Fast Float Rod Pump Idle Choke Valve Break Spring Choke Idle Break Year Make Level Location Rod (Bench) Rod Rod (Front) (Rear) Turns Setting Unloader * RPM 1975 Buick 350" Eng. 3/8" 3/32" 1/64" Outer 3/8" 2 Turns 1/8" 7/64 3/4 1 - Rich 15/64 1800P H/S 3/8" Calif. 350" A/T Outer 3/8" 2 Turns 3/32" 1/64" 9/64" 1/8" 15/64" 3/4 1 - Rich 1800P H/S 400" Eng. 1/8" A/T 17/32' Inner 9/32" 3 Turns 1/32" 5/32" 17/64 1/2 15/64" 1800P H/S Index 455" Eng. 15/32 A/T Inner 3/8" 2 Turns 3/32" 1/64" 9/64" 1/8" 1 - Rich 15/64" 1800P H/S Calif. 455" Eng. 15/32" 3/8" A/T 3/32" 9/64" 1/8" Outer 2 Turns 1/64" 15/64" 7/16 1 - Rich 1800P H/S 1976 Buick 350" Eng. Fed. 5/16" A/T 3/8" Outer 2 Turns 3/32" 1/64" 9764" 1/8" 3/4 1 - Rich 1/4" 1800P H/S Calif. A/T 5/16" 3/8" 1/8" Outer 3/32" 3/4 Index 2 Turns 1/64" 1/8" 1/4" 1800P H/S 455" Eng. Fed. A/T 15/32" 9/32" 3/32" 1/8" Inner 1/64" 2 Turns 9/64" 1 - Rich 1/4" 7/16 1800P H/S Callf. 3/32" 1/4" 15/32" Outer 3/8" 1/64" 9/64" 1/8" 2 Turns 7/16 1 - Rich 1800P H/S 1977 Buick 350"/403" Eng. Fed. 13/32" Inner 9/32" 3 Turns 3/32" 1/32" 9/64" 3/16" 1/2 2 - Rich 7/32" 900P L/S Calif. 3/32" A/T 13/32" Inner 9/32" 9/64" 1/32" 7/32" 3 Turns 1/4" 1/2 2 - Rich 1000P L/S Alt. 13/32" Inner 9/32" 3/32" 1/32" 3 Turns 9/64" 15/64" 7/32" 1/2 2 - Rich 1000P L/S 350" Eng. W/Single Vac. Break Fed. A/T 15/32" Inner 9/32" 9/32" 3 Turns 21/64" 1/64" 1/4" 7/8 1600P H/S 2 - Lean Calif. 15/32" A/T Inner 9/32" 3 Turns 21/64" 17/64" 1/64" 9/32" 1600P H/S 7/8 2 - Lean Alt. 15/32" 9/32" A/T Inner 3 Turns 21/64" 1/64" 9/32" 7/8 2 - Lean 9/32" 1600P H/S 350" Eng. Carb. No. 17057241, 242 A/T 5/16" 3/8" Outer 2 Turns 3/32" 1/64" 1/8" 7/64" 3/4 1 - Rich 1/4" 1550P H/S 1978 Buick 231" Eng. 6 CVI. A/T 7/32" Inner 9/32" 3 Turns 5/64" 1/64" 7/64" 1/8" 3/4 7/32" 2500P H/S Index Buick 350" Eng. Carb. No. 17058241 Fed. 5/16" 3/8" 3 Turns A/T Outer 5/64" 1/64" 7/64" 3/32" 3/4 1 - Rich 7/32" 1550P 17058553 Calif. A/T 13/32" 1/32" Inner 9/32" 3 Turns 3/32" 1/8" 13/64 1/2 2 - Rich 3/16" 1000P L/S 17058502, 504 Calif. 15/32" 11/64" Inner 9/32 3 Turns 9/32" 1/64" 7/8 1600P 2 - Lean 17/64" 17058246 Alt. 7/32" A/T Outer 3/8" 3 Turns 5/64" 1/64" 1/8" 1/8" 3/4 Index 7/32" 2500P 17058582, 584 Alt. A/T 15/32" Inner 9/32" 3 Turns 9/32" 1/64" 3/16" 7/8 17/64" 2 - Lean 1600P Buick 403" Eng. Fed. 13/32" Inner 9/32" 1/32" 5/64" 900P L/S 3 Turns 1/8" 11/64" 1/2 2 - Rich 3/16" 13/32" Calif./Alt. A/T 9/32" 3/32" Inner 3 Turns 1/32" 1/8" 13/64" 1/2 2 - Rich 3/16" 1000P L/S 1975 Cadillac, Fed. & Alt. Opt. 15/32" Outer 3/8" 2 Turns 5/64" 1/64" 5/32" 1/8" 7/16 2 - Rich 7/32" 1200P 2/S Calif. 15/32" 3/8" A/T Outer 21/4 Turns 5/64" 1/32" 3/16" 3/16" 1/2 1 - Rich 7/32" 1200P 2/S Cadillac 500" Eng. 1976 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 2/5* Calif. 13/32" A/T 9/32" Inner 2 Turns 5/64" 1/32" 11/64" 11/64" 3/8 2 - Rich 15/64" 1400N 2/5* Cadillac 425" Eng. 1977 Carb. No. 17057230 13/32" Outer 3/8" 2 Turns 5/64" 1/8" 1/32" 7/64" 1/2 2 - Rich 15/64" 1400P 2/S 17057231 17/32" 3/8" 1/32" Outer 2 Turns 5/64" 9/64" 1/8" 1/2 2 - Rich 15/64" 1400P 2/S 17057232 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 13/32" Outer 3/8" 2 Turns 5/64" 1/32" 9/64" 9/64" 1/2 2 - Rich 15/64" 1400P 2/S 17057530, 533 13/32" Outer 7/16" 5/64" 5/32" 2 Turns 1/32" 5/32" 1/2 2 - Rich 15/64" 1500P 2/S 17057234 13/32" Inner 9/32" 2 Turns 5/64" 1/32" 9/64" 1/8" 3/4 2 - Rich 15/64" 1400P 2/S 17057235 17/32" Inner 9/32" 1/32" 5/64" 9/64" 1/8" 2 Turns 3/4 2 - Rich 15/64" 1400P 2/5 Cadillac 425" Eng. A/T Carb. No. 17058233, 530 5/64" 531, 533 13/32" Inner 9/32" 1/32" 9/64" 2 Turns 5/32" 1/2 2 - Rich 3/16" 1500 2/5 17058230 13/32" Inner 9/32" 2 Turns 5/64" 1/32" 9/64" 15/64" 1/2 2 - Rich 3/16" 1400 2/5 17058232 13/32" 5/64" Inner 9/32" 2 Turns 1/32" 9/64" 5/32" 3/4 2 - Rich 3/16" 1500 2/5 Checker Mtrs. 350" Eng. 1977 Calif. A/T 15/32" Inner 9/32" 17/64" 3 Turns 21/64" 1/64" 7/8 2 - Lean 9/32" 1600P H/S Alt. 15/32" A/T Inner 9/32" 3 Turns 21/64" 1/64" 9/32" ----9/32" 7/8 2 - Lean 1600P H/S Checker Mtrs. 350" 1978 A/T Eng. 15/32" 9/32' 9/32" 1/64" 3/16" Inner 3 Turns ----7/8 2 - Lean 17/64" 1600P Chevrolet All Models All 350" Eng. A/T 15/32" Inner 9/32" 3 Turns 19/64" 1/64" 3/16" 11/64" 1600P H/S 7/8 Index 21/64" All 350" Eng. 15/32" M/T 9/32" Inner 3 Turns 19/64" 1/64" 3/16" 11/64" 7/8 21/64" 2 - Lean 1600N H/S 400" Eng. 15/32" 9/32" A/T Inner 3 Turns 21/64" 1/64" 3/16" 11/64" 3/4 21/64" Index Calif. 400" Eng. 1600P H/S 9/32" A/T 15/32" Inner 21/64" 1/64" 3 Turns 13/64" 11/64" 3/4 Index 21/64" 1600P H/S 454" Eng. 17/32" 1/16" 1/64" A/T Inner 9/32" 2 Turns 13/64 35/64" 9/16 Index 9/32" 1000P 2/S 1976 Chevrolet All Models 350" Eng. 13/32" 9/32" Inner 3 Turns 21/64' 1/64" 3/16" - Lean 21/64" 1600P H/S M/T 13/32" 21/64" 1/64" Inner 9/32" 3 Turns 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 13/32" M/T Inner 9/32" 3 Turns 21/64" 1/64" 11/64" ----1 2 - Lean 21/64" 1600N H/S 400" Eng. 13/32" A/T Inner 9/32" 3 Turns 21/64" 1/64" 3/16" 7/8 2 - Lean 21/64" 1600P H/S 454" Eng. 13/32" 9/32" A/T Inner 3 Turns 13/64" 1/64" 15/64" 5/32" 7/8 1600P H/S Index 9/32" 454" Eng. Canada 15/32" 9/32" A/T Inner 3 Turns 21/64" 1/64" 9/32" 5/32" 7/8 2 - Rich 1600P H/S

50-526-8

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
77	Chevrolet 350" Eng. Fed. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4"		7/0	2 - Lean	O (DOM	16000 11/5
	Calif. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"		7/8 7/8	2 - Lean	9/32"	1600P, H/S 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 17057210 A/T	15/32" 15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	1/4" 9/32"		7/8	3 - Lean	9/32"	1300N H/S
	17057211 M/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"		1	2 - Lean 3 - Lean	9/32" 9/32"	1600P H/S 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
78	Chevrolet 350" Eng.										4.		
	17058202, 204 Fed. A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	0 1 000	17/6/11	1600P
	17058203 Fed. M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	2 - Lean 3 - Lean	17/64"	1300N
	17058210, 228							,,,,,,			3 - Louis	27,04	200011
	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 Calif. A/T	15/32" 15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		1	3 - Lean	17/64"	1600N
	Canada A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16" 9/64"		7/8 7/8	2 - Lean Index	17/64"	1600P 1600P
75	Chevrolet Truck					7	-/	3,01		.,,	maux	17704	10001
	C-10, (El Camino												
	Calif.) 350" Eng. A/T C-10, 350" Eng. M/T	15/32" 15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64"	7/8	Index	21/64"	1600P H/S
	G-10, 350" Eng. A/T	5/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	7/8 3/4	2 - Lean Index	21/64"	1600N H/S 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 Calif. 400" Eng. A/T	15/32" 15/32"	Inner	9/32"	3 Turns 3 Turns	21/64"	1/64"	3/16"	11/64" 11/64"	3/4	Index	21/64"	1600P H/S 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 A/S
07.0	Callf. 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
976	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	The second secon	1600P H/S
	A STATE OF THE STA										1 - Lean		a Santania
	350" Eng. Canada A/T	5/16"	Outer	3/8"	3 Turns	21/64"	1/64"	5/32"		7/8	(Calif.)	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	2 - Rich	9/32"	1600P H/S
777	Calif. All/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	****	7/8	Index	9/32"	1600
977	Chevrolet & GMC Truck 350" Eng. A/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7.00		0.10011	
	Fed. M/T	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8	2 - Lean 3 - Lean	9/32"	1600P H/S 1300N H/S
	Calif. M/T Carb. No. 17057202,	7/16"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8	1 - Lean	9/32"	1300N H/S
	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		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"		7/0			
	17057503 Callf. M/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	11/64"		7/8	2 - Lean 1 - Lean	9/32"	1600P H/S 1300N H/S
4 1	17057582, 7584 Alt. A/T	15/32"	Inner	0/2011	2 7	01.45411	1 (6 41)	0.40011					
	17057586, 7588	13/32	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"		7/8	2 - Lean	9/32"	1600P H/S
	Alt. A/T	7/16"	Outer	9/32"	3 Turns		1/64"	3/16"		7/8	2 - Lean	9/32"	1600P H/S
Н	454" Eng. Fed. A/T Calif. All/T	3/8" 7/16"	Inner	9/32" 9/32"	3 Turns 3 Turns	21/64" 9/32"	1/64"	5/32"	11/64"	7/8	2 - Rich		1600P H/S
17	GMC Mtr. Home	,,20	1111101	3/32	5, 1 01113	3/32	1/04	3/32		7/8	Index	17/64"	1700M H/S
7.0	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
78	Chev. & GMC Truck 350" Eng.			tes I			198					The Paris A	
	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	15/2011	Incor	0/2011		0/5-57							
	Fed. A/T 17058201 Fed. M/T	15/32" 15/32"	Inner	9/32" 9/32"	3 Turns	9/32"	1/64"	11/64"		7/8	2 - Lean		1600P
	17058509, 510,	10/32	IIIIei	3/32	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1300N
	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,	15/06"	law.	0.100**		- 15 T							
	518, 522 Calif. A/T 17058503, 519	15/32"	Inner	9/32"	a Turns	9/32"	1/64"	11/64"		7/8	1 - Lean	17/64"	1600P
	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.										_ Loan	/	2 42 1 4 4
	17058523, 524,	15/2011	Incom	0/2011	2 =	0/000	1 (= -::					7 7 7 1	
	527, 528 Calif. A/T 454".Eng.	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	1 - Lean	17/64"	1600P
	17058501, 520,												
	521 Fed./Calif. All/T		Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1600
		13/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	Index	1/4"	1700
	GMC Mtr. Home 403" Eng.	15/2011	Inner	0/20"	2.7	2/2011	1/20"	1 (01)					
		15/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"		1/2	3 - Rich	13/64"	1000 L/S
75	GMC Truck			1.129	1		- 50			244			100
	C-1500, (Sprint Calif.) 350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	2/16!!	11/640	7/0	led-		
-	C-1500, 350" Eng. M/T	15/32"	Inner	9/32"	3 Turns	19/64"	1/64"	3/16"	11/64" 11/64"	7/8	Index 2 - Lean	21/64"	1600P H/S 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"	1600N H/S
	G-1500, 350" Eng. M/T 400" Eng. A/T	5/16" 15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64"	3/4	2 - Lean	21/64"	1600N H/S
	Calif. 400" Eng. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	3/16"	11/64" 11/64"	3/4	Index	21/64"	1600P H/S 1600P H/S
- 1	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 A/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
975	Oldsmobile					- 1			To and the second				
3,0	(Carb. No. 7045183)											100	
	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)				17 17 17			1 (01)	710 411	0/4	1 Dieb	15/54!!	1000D LI
	350" Eng. A/T (Carb. No. 7045250)	3/8"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	7/64"	3/4	1 - Rich	15/64"	1800P H/
	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.	10,01		5,02		3,01		0,10	.,				
	7045483, 550)						7 1 1 3						
	350" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	1/2	2 - Rich	15/64"	900P L/S
	400" Eng. A/T	17/32"	Inner	9/32"	3 Turns	1/8"	1/32"	5/32"	17/64" 9/64"	1/2	Index 2 - Rich	15/64" 15/64"	1800P H/ 900P L/S
	455" Eng. A/T Toronado 455" Eng. A/T	15/32" 15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S
	Calif. 455" Eng. A/T	15/32"	Inner	9/32"	3 Turns	9/64"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/S
976							,				217 10		
9/0	Omega 350" Eng.	4.5				P. Hus		in the state					
	Fed. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	9/64"	1/8"	3/4	1 - Rich	1/4"	1800P H/
	Calif. A/T	5/16"	Outer	3/8"	2 Turns	3/32"	1/64"	1/8"	1/8"	3/4	Index	1/4"	1800P H/
	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/
	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.						O Let		F				
	17056251, 6256 A/T Carb, No's.	13/32"	Inner	9/32"	3 Turns	1/8"	1/32"	3/16"	9/64"	3/4	2 - Rich	15/64"	900P L/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
977		100	1,50			1	1.7				1		
	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	3,52		-,		136			-,				
	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/
	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/
	350" Eng. W/Single	15/2011		0 (0.01)		02 (04)	1 (0 411	17/04/		710		0.10011	1500011
	Vac. Break Calif. A/T	15/32" 15/32"	Inner	9/32"	3 Turns 3 Turns	21/64"	1/64"	17/64" 9/32"		7/8	2 - Lean 2 - Lean	9/32"	1600P H
	403" Eng. Calif. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/32	1/4"	1/2	2 - Rich	7/32"	1000P L/
	Carb. No. 17057552	10/02	1111101	3/32	5 (4)	3/32	1/52	3,04	-/-	1/2	Z Ittell	1,752	1000. 2,
	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/
	Alt. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2 .	2 - Rich	7/32"	1000P L/
978	Oldsmobile 305" Eng.		No.			-							
	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.					1000			le lession	No.		·	
	17058502, 504		1 1		1	1000			100	1.00			
	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	25	1. 1					The Park of the Pa	Egan-				
	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.		1 1			1		P 12 1					
	17058250, 253	12/2011		0/00!!	2.	FIGAN	1 (20)	1 (01)	11/04!!	1.00		0 /2 611	0001/6
	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	12/2011		0.40.011	2	2/2011	1 (0.01)	1 /011	10/04!!	1.00			
	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.	10/00!!		0.40.011	2 7	2/20!!	1/20!	1 /0!!	11/64!!	1/0	O Dieb	2/16!!	0001/6
	17058259 Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	1/8"	11/64"	1/2	2 - Rich	3/16"	900 L/S
	17058257, 555	7.5			× -	150	R. L.						
	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
75	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/
	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
	(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
	(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
	400" Eng. AII/T 455" Eng. A/T	17/32" 17/32"	Inner	9/32" 9/32"	3 Turns 3 Turns	1/8"	1/32"	5/32" 5/32"	17/64" 17/64"	1/2	Index	15/64" 15/64"	1800N H 1800P H
7.5		2.702		3,32	o i ui ii a	-/-	-/02	0,02	/04	-,-		20/04	2000111/
76	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
	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
	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
	350" Eng. Carb. No.						TOTAL S						
	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/
	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/
	Carb. No.17056263 M/T 455" Eng. Calif. A/T	17/32" 17/32"	Outer	3/8"	3 Turns 3 Turns	1/8"	1/32" 1/32"	11/64"	1/4"	5/8 1/2	1 - Rich 1 - Rich	15/64" 15/64"	1800N H
_		11/32	Outer	3/0	3 Turns	1/0	1/32	11/04	-1-4	1/2	I - KICII	15/04	1000F F1/
77	Pontiac 250" For Ford	13/2011	Incer	0/2011	2	2/2011	1/2011	0/6 411	2/1611	1/2	a. Dieb	7/2011	00001 /0
	350" Eng. Fed. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64" 5/32"	3/16"	1/2	2 - Rich 1 - Rich	7/32" 7/32"	900P L/S 1800P H/
	Carb. No. 17057262 A/T Calif. A/T	17/32"	Outer	3/8" 9/32"	3 Turns 3 Turns	3/32"	1/32"	9/64"	1/4"	1/2	2 - Rich	7/32"	1000P L/
	Alt. A/T	13/32"	Inner	9/32"	3 Turns	3/32"	1/32"	9/64"	15/64"	1/2	2 - Rich	7/32"	1000P L/
	350" Eng. W/Single			-,		5,52	-,	-/				, , , ,	
	Vac. Break Calif. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	17/64"		7/8	2 - Lean	9/32"	1600P H/
	Alt. A/T	15/32"	Inner	9/32"	3 Turns	21/64"	1/64"	9/32"		7/8	2 - Lean	9/32"	1600P H/
	ADDII Eng Fod ACT	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	1/2	1 - Rich	9/32"	1800P H/
	400" Eng. Fed. A/T						1 /2 011	1 11/6421	1/4"	5/8	7 Dich		
	M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	11/64"	1/4	3/6	1 - Rich	9/32"	1800N H
			Outer	3/8" 9/32"	3 Turns	3/32"	1/32"	9/64"	3/16"	1/2	2 - Rich	9/32"	900P L/S

Year	Make	5.	Float	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. 350" Eng.	A/T	15/32"	Outer	3/8"	3 Turns	5/64"	1/32"	1/8"	11/64"	5/8	2 - Rich	13/64"	2300P
	17058241 Fed. 17058202, 204	A/T	5/16"	Outer	3/8"	3 Turns	5/64"	1/64"	7/64"	3/32"	3/4	1 - Rich	7/32"	1550P
	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. 17058502, 504	M/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	5/32"		7/8	3 - Lean	17/64"	1300
	Calif. 17058582, 584	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	11/64"		7/8	2 - Lean	17/64"	1600P
	Alt. 17058282, 284	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	3/16"		7/8	2 - Lean	17/64"	1600P
- de	Canada 17058258, 553	A/T	15/32"	Inner	9/32"	3 Turns	9/32"	1/64"	9/64"		7/8	Index	17/64"	1600P
	Alt./Calif. 400" Eng.	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/
	17058264, 278							-		1.7				
	Fed. 17058274, 276,	A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	9/64"	1/4"	1/2	1 - Rich	3/16"	1800P
	266 Fed.	A/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	9/64"	1/4"	1/2	Index	3/16"	1800P
	17058263 Fed. 403" Eng. 17058258, 553	M/T	17/32"	Outer	3/8"	3 Turns	1/8"	1/32"	5/32"	1/4"	5/8	Index	3/16"	1800N
	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/

1979-86 DATA TABLE

			_									
EAR	MAKE		FLOAT	PUMP ROD LOCATION	PUMP	CHOKE	AIR VALVE ROD	VACUUM BREAK (FRONT)	BREAK (REAR)	AIR VALVE SPRING (TURNS)	AUTO CHOKE SETTING	UNLOADE
979	BUICK											
	CALIF. 305" ENG. V8	A/T	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN	38°
- 1	ALT. 305" ENG. V8	A/T	15/32"	OUTER	11/32"	38°	.015	33°		7/8	1-LEAN	460
- 1	CALIF. 350"L ENG. V8 ALT. 350"L ENG. V8	A/T	15/32"	INNER	1/4"	389	.015	28°		7/8	2-LEAN	38°
- 1	350"X ENG. V8	A/T	15/32"	OUTER	11/32"	38°	.015	33°		7/8	1-LEAN	46°
	FED. 350"R ENG. V8	A/T	5/16"	OUTER	3/8"	189.	.015	21.5°	20.5°	3/4	1-RICH	38°
- 1	CALIF. 350 R ENG. V8	A/T	13/32"	INNER	9/32"	18°	.030	230	30.5°	1/2	2-RICH	35°
	ALT. 350 R ENG. V8	A/T	13/32"	INNER	9/32"	190	.030	240	36.5°	1/2	2-RICH	35°
- 1	FED. 403" ENG. V8	A/T	13/32"	INNER	9/32"	180	030	230	30.50			35°
	CALIF. 403" ENG. VB	A/T	13/32"	INNER	9/32"	190	.030	240	36.5°	1/2	2-RICH 2-RICH	35°
	ALT. 403" ENG. V8	A/T	13/32"	INNER	9/32"	190	.030	240	320	1/2	2-RICH	35°
30-81	BUICK 307", 350" ENG. 49S & CAN.	A/T	13/32"	INNER	9/32"	170	.025	26°	340			
	BUICK 307" ENG.	A/T	13/32"	INNER	9/32"	15°	.025	20°	34°	1/2	N/A	35°
83-84	BUICK 307" ENG. CANADA		13/32"	INNER	9/32"	19.5°	.025"	23*	34°	1/2	N/A	
	BUICK 307" ENG. CANADA		13/32"	INNER	9/32"	15°	.025"	21°	34"	1/2	N/A	35° 27°
979	CADILLAC 425" ENG. FED. CAUF./ALT.	A/T	13/32"	INNER	9/32"	16°	.030	25°	37° 28°	1/2	2-RICH 2-RICH	25°
980	CADILLAC 368" ENG. 49S		10/02	anite.	200	-10	.030	20	20	1/2	Z-NICH	25°
100	CARB. NO. 17080230		13/32"	INNER	9/32-	160	025"	260	240	1/2	N/A	35°
	CARB. NO. 17080231	-	13/32"	INNEB	9/32"	160	.025-	284	28°	1/2 .	N/A	35°
979	CHECKER MTRS. 350" ENG.	A/T	15/32"	INNER	1/4"	38°	-			-	-	
							.015	280	***	7/8	2-LEAN	38°
79	CHEVROLET 305" ENG. FED. FED.	A/T	15/32"	INNER	1/4"	38°	.015	270		7/8	1-LEAN	380
- 1	CALIF.	M/T	15/32"	INNER	1/4"	380	.015	27°		7/8	2-LEAN	38°
	ALT.	A/T	15/32"	OUTER	1/4"	38°	.015	330		7/8	2-LEAN	38°
	FED. CARB. NO. 17059218 222	A/T	15/32"	OUTER	11/32"	380	.015	33°		7/8	1-LEAN	46°
	350" ENG. V8	A/T	15/32	INNER	1/4"	38°	.015	20"		7/8	2-LEAN	38°
1	FED. CARB. NO. 17059210.228	A/T	15/32"	INNER	0/225	200	015	270				
	FED. CARB. NO. 17059210,228	A/T	15/32"	INNER	9/32"	38°	.015	270		7/8	1-LEAN	38°
	FED. CARB. NO. 17059216,217	M/T	15/32"	INNER	1/4"		.015	270			1-LEAN	38°
-	FED. CARB. NO. 17059203	M/T	15/32"	INNER	9/32"	38°	.015	270		7/8	2-LEAN	38°
	CALIF.	A/T	15/32"	INNER	1/4"	380	.015	280		7/8	2-LEAN	38°
	ALT.	A/T	15/32"	OUTER	11/32"	380	.015	33°		7/8	2-LEAN 1-LEAN	38°
79	CHEV. & GMC TRUCK	741		JULIA	11732	20		-		778	I-LEAN	46*
	305" ENG. V8 FED.	A/T	15/32"	INNER	1/4"	38°	.015	270		7/8	1-LEAN	200
	FED.	M/T	15/32"	INNER	1/4"	38°	.015	270		7/8	1-LEAN 2-LEAN	38°
	CALIF.	A/T	15/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN 2-LEAN	38°
	350" ENG. V8 FED.	A/T	15/32"	INNER	9/32" -	46°	.015		230	7/8	1-LEAN	420
	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	420
	ALT.	A/T	15/32"	OUTER	11/32"	46°	.015	30°		7/8	2-LEAN	420
	ALT. CARB. NO. 17059582,584	A/T	15/32"	OUTER	11/32"	38°	.015	33°		7/8	1-LEAN	42°
	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	420
80	CHEVROLET 305" ENG. CARB. NO. 1708	0282, 284	7/16"	OUTER	11/32"	20°	.025"	25°		7/8	N/A	38°
80	CHEVROLET & GMC TRUCK	. 6.2										
	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	420
	350" ENG. 49S CARB. NO. 17080205	M/T	15/32"	INNER	9/32"	46°	.025		23°	7/8	N/A	420
+	350", 400" ENG. (INCL. CALIF.)	A/T	15/32"	INNER	9/32"	46°	.025		23°	7/8	N/A	42°
33	CHEVROLET & GMC TRUCK 350" ENG.			I Roman I	- Fush		100	1				
	CARB. NOS. 17080201, 205, 206 CARB. NOS. 17080290, 291, 292		15/32"	INNER	9/32"	46°	.025"		23°	7/8	N/A N/A	42°
79	OLDSMOBILE 305" ENG. FED.	A/T	15/32"	INNER	1/4"	38°	.015	270		7/8	1-LEAN	42*
	FED. CARB. NO. 17059218,222	A/T	15/32"	INNER	1/4"	380	.015	280	:::	7/8	2-LEAN	38°
	FED.	M/T	15/32"	INNER	1/4"	380	.015	270		7/8	2-LEAN	380
	CALIF.	A/T	15/32"	INNER	1/4"	38°	015	280		7/8	2-LEAN	38°
	ALT.	A/T	15/32"	OUTER	11/32"	38°	015	33°		7/8	1-LEAN	460
	350"L ENG. CALIF.	A/T	15/32"	INNER	1/4"	38°	015	28°		7/8	2-LEAN	380
	ALT.	A/T	15/32"	OUTER	11/32"	38°	.015	33°		7/8	1-LEAN	460
	350"R ENG. FED.	A/T	13/32"	INNER	9/32"	18°	.030	23°	30.5°	1/2	2-RICH	350
1	CALIF.	A/T	13/32"	INNER	9/32"	190	030	240	36.5°	1/2	2-RICH	350
1.0	ALT.	A/T	13/32"	INNER	9/32"	190	030	240	32°	1/2	2-RICH	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"	190	.030	240	36.5°	1/2	2-RICH	35°
	ALT.	A/T	13/32"	INNER	9/32"	190	.030	240	32°	1/2	2-RICH	35°
	OLDSMOBILE 307", 350" ENG.	A/T	13/32"	INNER	9/32"	170	025	26°	340	1/2	N/A	350
		A/T	13/32"	INNER	9/32"	15°	.025"	22°	34*	1/2	N/A	35°
-81	OLDSMOBILT 307" ENG.				9/32"	19.5°	.025"	23°	34°	1/2	N/A	35*
-81			13/32"		0104	15°	.025	21°	34"	1/2	N/A N/A	27*
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA		13/32" 13/32"	INNER	9/32"							
-81 3-84 -86	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC		13/32"	INNER						TT TO		
-81 3-84 -86	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA	A/T	13/32"	INNER	1/4"	38°	.015	28°		7/8	2-LEAN	38°
3-84 1-86	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT.	A/T A/T	13/32" 15/32" 15/32"	INNER INNER OUTER	1/4"	38°	.015	33°		7/8	1-LEAN	46°
3-84 1-86	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF.	A/T	13/32"	INNER	1/4"							
3-84 1-86	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350"L ENG. CALIF. ALT.	A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32"	INNER OUTER INNER OUTER OUTER	1/4" 11/32" 1/4" 11/32"	38°	.015 .015	33° 28° 33°		7/8 7/8 7/8	1-LEAN 2-LEAN 1-LEAN	46° 38° 46°
3-84 -86 9	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 390" ENG. CALIF. ALT. 350" ENG. CALIF.	A/T A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32"	INNER OUTER INNER OUTER INNER INNER	1/4" 11/32" 1/4" 11/32" 9/32"	38° 38° 38° 19°	.015 .015 .015	33° 28° 33° 24°	36.5°	7/8 7/8 7/8 1/2	1-LEAN 2-LEAN 1-LEAN 2-RICH	46° 38° 46° 35°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. ALT. ALT. ALT. ALT. ALT. ALT. ALT	A/T A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32"	INNER OUTER INNER OUTER INNER INNER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32"	38° 38° 38° 19° 18°	.015 .015 .015 .030	33° 28° 33° 24° 23°	36.5° 30.5°	7/8 7/8 7/8 1/2 1/2	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH	46° 38° 46° 35° 35°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC. 305" ENG. CALIF. ALT. 350" ENG. CALIF.	A/T A/T A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 5/16"	INNER OUTER INNER OUTER INNER INNER OUTER OUTER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 3/8"	38° 38° 38° 19° 18°	.015 .015 .015 .030 .030	33° 28° 33° 24° 23° 21.5°	36.5° 30.5° 20.5°	7/8 7/8 7/8 1/2 1/2 3/4	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 1-RICH	46° 38° 46° 35° 35° 38°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"R ENG. CALIF. ALT. 350"R ENG. FED. 400" ENG. FED.	A/T A/T A/T A/T A/T A/T M/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 5/16" 17/32"	INNER OUTER INNER OUTER INNER INNER OUTER OUTER OUTER OUTER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 3/8" 3/8"	38° 38° 19° 18° 18° 23°	.015 .015 .015 .030 .030 .015	33° 28° 33° 24° 23° 21.5° 28°	36.5° 30.5° 20.5° 38°	7/8 7/8 7/8 1/2 1/2 3/4 5/8	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH	46° 38° 46° 35° 35° 38° 35°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"R ENG. CALIF. ALT. 350"R ENG. FED. 400" ENG. FED.	A/T A/T A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 5/16"	INNER OUTER INNER OUTER INNER INNER OUTER OUTER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 3/8"	38° 38° 38° 19° 18°	.015 .015 .015 .030 .030	33° 28° 33° 24° 23° 21.5°	36.5° 30.5° 20.5°	7/8 7/8 7/8 1/2 1/2 3/4	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 1-RICH	46° 38° 46° 35° 35° 38° 35°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC. 305" ENG. CALIF. ALT. 350" ENG. CALIF.	A/T A/T A/T A/T A/T A/T M/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 13/32" 13/32"	INNER OUTER INNER OUTER INNER INNER OUTER OUTER OUTER OUTER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 3/8" 3/8"	38° 38° 19° 18° 18° 23°	.015 .015 .015 .030 .030 .015	33° 28° 33° 24° 23° 21.5° 28°	36.5° 30.5° 20.5° 38° 30.5°	7/8 7/8 7/8 1/2 1/2 3/4 5/8	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 1-RICH INDEX	46° 38° 46° 35° 35° 38°
3-84	OLDSMOBILT 307" ENG. OLDSMOBILE 307" ENG. CANADA OLDSMOBILE 307" ENG. CANADA PONTIAC 305" ENG. CALIF. ALT. 350"L ENG. CALIF. ALT. 350"R ENG. CALIF. ALT. 350"R ENG. CALIF. ALT. 350"X ENG. FED. 400" ENG. FED.	A/T A/T A/T A/T A/T A/T A/T	13/32" 15/32" 15/32" 15/32" 15/32" 15/32" 15/32" 13/32" 5/16" 17/32"	INNER OUTER INNER OUTER INNER OUTER INNER OUTER INNER	1/4" 11/32" 1/4" 11/32" 9/32" 9/32" 3/8" 3/8" 9/32"	38° 38° 19° 18° 18° 23°	.015 .015 .015 .030 .030 .015 .030	33° 28° 33° 24° 23° 21.5° 28° 23°	36.5° 30.5° 20.5° 38°	7/8 7/8 7/8 1/2 1/2 3/4 5/8	1-LEAN 2-LEAN 1-LEAN 2-RICH 2-RICH 1-RICH INDEX 2-RICH	46° 38° 46° 35° 35° 38° 35° 35°

N = NEUTRAL L/S = LOW STEP