

ROCHESTER CARBURETOR - MODELS AMC-AMV
ADJUSTMENT DATA TABLE

50-508-3

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M. S/T	Fast Idle R. P. M. A/T-Dr. In Neut.
1967	Acadian 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1970	Acadian 360"-396"-400"-454" Eng.	S/T 1/4"	9/32"	3/8"	3/32"	13/64"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600	2200 H/S
		A/T 1/4"	5/16"	1/8"	7/64"	1/4"	29/64"	1/64"	27/32"	(7/16 360" Eng.) (13/16 all others)	1/64"	Fig. 26	700	1800 2/S 1500 2/S
1967	Baumont 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	29/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	Blaizer See Chevrolet	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26		2200 H/S
1968	Buick 400"-426" Eng. w & w/o A.I.R.	A/T 1/4"	9/32"	3/8"	9/64"	A-3/32" B-15/64"	21/64"	1/32"	53/64"	5/8	1/32"	Index	500	800 L/S
1967	Buick 400" Eng. & w/A.I.R.	A/T 7/32"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge	550	850 L/S
	430" Eng. w/o A.I.R.	S/T 9/32"	9/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch		850 L/S
	w/A.I.R.	A/T 9/32"	13/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch	550	850 L/S
1967	Buick 400" Eng. w/Needle & Seat	A/T 1/4"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	550	650 L/S
	430" Eng.	S/T 1/4"	9/32"	3/8"	1/8"	7/32"	21/64"	1/8"	53/64"	1/2	1/32"	Gauge	550	650 L/S
	400"-430" Eng.	A/T 5/16"	9/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	550	650 L/S
1968	Buick 360" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
	400" Eng.	S/T See Note 1	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
	400" Eng.	A/T 7/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
1968	Buick 400" Eng. 7028245	A/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
	7028247	S/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
	430" Eng. 7028248	A/T 7/32"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	700 L/S
1968	Buick 350" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	720 L/S
	400"-430" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	720 L/S
	Riviera 430" Eng.	A/T 3/8"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	820 L/S
	Electra 400" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge	Note 2	820 L/S
1970	Buick 350" Eng.	S/T 3/8"	13/32"	1/2"	9/64"	7/32"	21/64"	1/32"	53/64"	1/2	1/32"	Gauge	Note 2	720 L/S
	455" Eng.	A/T 5/16"	13/32"	1/8"	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	600	850 L/S
		S/T 3/8"	9/32"	1/8"	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	700	720 L/S
		A/T 3/8"	9/32"	1/8"	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	600	850 L/S
		S/T 3/8"	9/32"	1/8"	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	700	720 L/S
1971	455" Eng. GS Stage 1 Opt.	All/T 5/16"	9/32"	1/8"	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	700	650 L/S
	Buick 350" Eng.	All/T 15/32"	9/32"	1/8"	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	800	850 L/S
		A/T 13/32"	9/32"	1/8"	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	600	850 L/S
		S/T 13/32"	9/32"	1/8"	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge	700	720 L/S
1972	Buick 350" Eng.	A/T 15/32"	13/32"	1/8"	1/8"	7/64"	21/64"	1/64"	53/64"	1/2	1/32"	Gauge	650/500	700 L/S
	455" Eng.	All/T 13/32"	7/16"	1/8"	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	1/2	1/32"	Gauge	800/600	820 L/S
		S/T 13/32"	7/16"	1/8"	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	1/2	1/32"	Gauge	900/600	700 L/S
1973	Buick 350" Eng. All/Models	All/T 15/32"	*	1/8"	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge	Note 2	A/T 700D L/S S/T 800 L/S
	455" Eng.	A/T 13/32"	*	1/8"	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge	Note 2	700D L/S
		S/T 13/32"	*	1/8"	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge	Note 2	920 L/S
	455" Eng. w/stage 1	All/T 13/32"	*	1/8"	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	7/16	1/64"	Gauge	Note 2	700D L/S
1974	Buick 350" Eng. All/Models	A/T 15/32"	**	1/8"	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge	Note 2	700D 3/S
	455" Eng.	A/T 13/32"	*	1/8"	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge	Note 2	700D 3/S
	455" Eng. w/stage	A/T 13/32"	*	1/8"	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge	Note 2	700D 3/S
1967	Cadillac ALL	A/T 1/4"	11/32"	1/8"	3/32"	3/16"	5/16"	1/64"	7/8"	1/4	1/32"	Center	500-N	750 L/S
1968	Cadillac Exc. Eldorado	A/T 11/32"	11/32"	1/8"	3/32"	13/64"	5/16"	1/32"	55/64"	1/2	1/32"	Center	Note 2	1900 H/S
1969	Cadillac Exc. Eldorado	A/T 1/4"	11/32"	1/8"	3/32"	13/64"	5/16"	1/32"	55/64"	7/16	1/32"	Center	550-N	1900 H/S
	Eldorado	A/T 3/8"	11/32"	1/8"	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center	550-N	1900 H/S
1970	Cadillac ALL	A/T 1/4"	11/32"	1/8"	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center	600	1950 H/S
1971	Cadillac ALL	A/T 1/4"	11/32"	1/8"	3/32"	1/4"	5/16"	1/64"	27/32"	1/2	1/32"	Center	Note 2	1750 H/S
1972	Cadillac 472", 500" Eng. Except 7042232	All 1/4"	9/32"	1/8"	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge	600/400	1950 H/S
	Except 7042236-238	A/T 3/8"	9/32"	1/8"	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge	600/400	1950 H/S
1973	Cadillac 472" Eng. Std.	All 1/4"	**Calif. 9/32"	1/8"	3/32"	13/64"	5/16"	1/32"	27/32"	5/16	1/32"	Gauge	Note 2	1900 H/S
	(7042233) Commercial	All 5/16"	**	1/8"	3/32"	3/16"	5/16"	1/32"	27/32"	3/8	1/32"	Gauge	Note 2	1900 H/S
	500" Eng. Eldorado	A/T 3/8"	**	1/8"	3/32"	7/32"	5/16"	1/32"	27/32"	3/8	1/32"	Gauge	Note 2	1900 H/S
1974	Cadillac 472" Std.	A/T 1/4"	**	1/8"	7/64"	3/16"	19/64"	1/32"	27/32"	3/8	1/32"	Gauge	Note 2	1200 2/S
	(7044233) Commercial	A/T 9/32"	**	1/8"	7/64"	3/16"	19/64"	1/32"	27/32"	3/8	1/32"	Gauge	Note 2	1200 2/S
	(7044234) Altitude	A/T 1/4"	**	1/8"	3/32"	13/64"	19/64"	1/32"	27/32"	5/16	1/32"	Gauge	Note 2	1200 2/S
	500" Eng. Eldorado	A/T 3/8"	**	1/8"	7/64"	13/64"	19/64"	1/32"	27/32"	1/2	1/32"	Gauge	Note 2	1200 2/S
	(7044235) Altitude	A/T 3/8"	**	1/8"	3/32"	13/64"	19/64"	1/32"	27/32"	3/8	1/32"	Gauge	Note 2	1200 2/S
1967	Camaro 327"-360" Eng. w/A.I.R.	All/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	w/A.I.R.	S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Camaro 396" Eng.	A/T 9/32"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
		S/T 9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Camaro 396" Eng. w/Needle & Seat	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Camaro 327"-350" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
	327"-350" Eng.	S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	A/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1968	Camaro 350" Eng.	A/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
	396" Eng.	A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	600	2400 H/S
		S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1970	Camaro 350"-396" Eng.	A/T 1/4"	5/16"	1/8"	7/64"	1/4"	29/64"	1/64"	27/32"	(7/16 350" Eng.) (13/16 396" Eng.)	1/64"	Fig. 26	700	1800 2/S
1971	Camaro 350"-402" Eng.	A/T 1/4"	5/16"	1/8"	7/64"	1/4"	29/64"	1/64"	27/32"	1/64"	1/64"	Fig. 26	600	1500 2/S
		S/T 1/4"	5/16"	1/8"	7/64"	1/4"	29/64"	1/64"	27/32"	1/64"	1/64"	Fig. 26	600	1500 2/S
1973	Camaro 350" Eng. Hi Perf.	All/T 1/4"	*	1/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1	1/64"	Fig. 28	Note 2	A/T 1600 H/S S/T 1300 H/S
	454" Eng.	All/T 1/4"	*	1/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	A/T 1600 H/S S/T 1300 H/S
1974	Camaro 350" Eng.	All/T 1/4"	*	1/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge	Note 2	A/T 1600 H/S S/T 1300 H/S
1967	Checker Motors - 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2200 H/S
1968	Checker Motors - 327" Eng.	A/T 1/4"	9/32"	3/8"	3/32"	3/16"	17/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	550	2200 H/S
1968	Checker Motors - 350" Eng.	A/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	800	2400 H/S
1972	Checker Motors 350" Eng.	A/T 3/16"	*	1/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	1500 2/S
1973	Checker Motors 350" Eng.	A/T 1/4"	*	1/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	1600 H/S
1974	Checker Motors 350" Eng.	A/T 1/4"	*	1/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge	Note 2	1600 H/S
1977	Checker Motors 350" Eng. (Aero Bus)	All/T 11/32"	9/32"	1/8"	19/64"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Gauge	Note 2	1600 H/S
1967														

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve DeshpOT	Auto Choke Setting	Slow Idle R. P. M. S/T	Fast Idle R. P. M. In Neut. A/T-Dr.
1967	Chevelle-Late w/Needle & Seat 396" Eng.	All A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
1968	Chevelle 327"-350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2000 H/S
	Hi. Perf. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevelle 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
		All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
		All S/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	600	2400 H/S
1970	Chevelle 350"-396"-400"-454" Eng.	All A/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	(7/16 350" Eng.)	13/16	1/64"	Fig. 26	700	1800 2/S
		All S/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	(13/16 all/others)	13/16	1/64"	Fig. 26	700	1600 2/S
1971	Chevelle 350"-402"-454" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600	1600 2/S
		All S/T 1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	600	1350 2/S
1972	Chevelle 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	900/450	1600 2/S
	402"-454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	900/450	1350 2/S
1973	Chevelle 350" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Chevelle 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	400" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Gauge Notch	Note 2	S/T1300H/S
	454" Eng.	All S/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	A/T1600 H/S
1965	Chevrolet 396" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	21/64"	1/64"	27/32"	1	1/64"	Fig. 26	500	2000 H/S
1966	Chevrolet 327" Eng. & w/A.I.R.	All S/T 3/16"	9/32"	3/8"	7/64"	15/64"	9/32"	1/64"	53/64"	1	1/64"	Fig. 26	500	2200 H/S
	396"-427" Eng. & w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	5/16"	1/64"	27/32"	1	1/64"	Fig. 26	500	2200 H/S
		All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	5/16"	1/64"	27/32"	1	1/64"	Fig. 26	600	2200 H/S
1967	Chevrolet 327"-350" Eng.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	w/A.I.R.	All S/T 9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	& w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	396"-427" Eng. & w/A.I.R.	All A/T 9/32"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	& w/A.I.R.	All S/T 9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Chevrolet-Late w/Needs & Seat 396"-427" Eng.	All A/T 3/16"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2000 H/S
1968	Chevrolet 327"-350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2000 H/S
1968	Chevrolet 396"-427" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevrolet 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	(Std. & Hi Perf.)	All S/T 3/16"	9/32"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
	427" Eng.	All A/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
		All S/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
		All S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1970	Chevrolet 350"-400"-454" Eng.	All A/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	(7/16 350" Eng.)	13/16	1/64"	Fig. 26	700	1800 2/S
1971	Chevrolet 350"-402"-454" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	(13/16 all/others)	13/16	1/64"	Fig. 26	700	1500 2/S
1972	Chevrolet 402"-454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	7/8	1/64"	Notch Lever	600	1600 2/S
		All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch Lever	600/450	1350 2/S
1973	Chevrolet 350" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Chevrolet 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	400" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Gauge Notch	Note 2	S/T1300 H/S
	454" Eng.	All S/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	1600
1967	Chevy II 327" Eng. 350" Eng.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Chevy II 327"-350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	Hi. Perf. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevy II 350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	All A/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
		All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
		All S/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1970	Chevy II 396" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
		All S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16"	1/64"	Fig. 26	600	1800 2/S
		All S/T 1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	13/16"	1/64"	Fig. 26	700	1500 2/S
1968	Corvette 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	Std. & Hi. Perf.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	Hi. Perf. 427" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Corvette 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
	350" Eng. Hi. Perf.	All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	750	2400 H/S
	427" Eng. Hi. Perf.	All S/T 3/16"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1970	Corvette 350" Eng.	All/T 3/16"	5/16"	3/8"	7/64"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Corvette 350"-454" Eng.	All/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1972	Corvette 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	600	1500 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	600/450	1600 2/S
		All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Notch/Lever	600/450	1350 2/S
1973	Corvette 350" Eng. Hi. Perf.	All/T 1/4"	*	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1	1/64"	Fig. 26	Note 2	A/T1600 H/S
	454" Eng.	All/T 1/4"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	S/T1300 H/S
1974	Corvette 350" Eng.	All/T 1/4"	*	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2	A/T1600 H/S
	454" Eng.	All/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	S/T1300 H/S
		All/T 3/8"	*	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Gauge Notch	Note 2	A/T1600 H/S

Year	Make	Floot Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M. S/T	Fast Idle R. P. M. In Neut.
1974	Chevrolet Truck 350" Eng. AII/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	A/T1600 S/T1300
	350" Eng. w/carb. No's. 7044213 AII/T	11/32"	*	----	7/16"	7/32"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800
	214, 215, 216, 7044513, 514 AII/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1800
	400" Eng. AII/T	3/8"	*	----	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2	1700
1975-78	Chevrolet Truck 350" Eng. AII/T	11/32"	9/32"	----	19/64"	9/64"	19/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800P
	Calif. 350" Eng. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800P
	400" Eng. Carb. No. 7045225 AII/T	11/32"	9/32"	----	19/64"	9/64"	19/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1600P
	400" Eng. Carb. No. 7045229 AII/T	15/32"	9/32"	----	19/64"	9/64"	19/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1600P
	400" Eng. Calif. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1600P
1975	454" Eng. AII/T	3/8"	9/32"	----	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2	1000 2/S
1976-77	454" Eng. AII/T	3/8"	9/32"	----	19/64"	5/32"	19/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700N
1977	Chevrolet Truck 350" Eng. Calif. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
	Calif. w/Carb. No. 17067514 AII/T	11/32"	9/32"	----	7/32"	1/8"	15/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1800 H/S
	350" Eng. Federal AII/T	11/32"	9/32"	----	7/32"	7/64"	13/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
	400" Eng. AII/T	11/32"	9/32"	----	7/32"	1/8"	7/32"	----	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
1978	Chevrolet Truck 350" Eng. Fed. AII/T	15/32"	9/32"	----	17/64"	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	400" Eng. Fed. AII/T	15/32"	9/32"	----	17/64"	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	Carb. No. 17058229 AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	----	----	3/4	1/64"	Gauge Notch	Note 2	1800 P
	Carb. No. 17058525 AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	454" Eng. Fed. AII/T	7/16"	9/32"	----	17/64"	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	350"/400" Eng. Calif. AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2	1600 N
1967	Firebird 400"-428" Eng. A/T	3/16"	9/32"	3/8"	5/64"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2500 H/S
	3/16" S/T	3/16"	9/32"	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	700	2500 H/S
1968	Firebird 250" Eng. AII/T	5/16"	9/32"	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
	All 350"-400" Eng. A/T	1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
	3/16" S/T	1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2500 H/S
1968-69	Firebird 400" Eng. Ram AIR Carb. No. 7028270-273 A/T	1/4"	9/32"	3/8"	3/32"	5/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1969	Firebird 250" Eng. A/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
	3/16" S/T	3/16"	9/32"	3/8"	3/32"	3/16"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
	350"-400"-428" Eng. AII/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2300 H/S
	400" Eng. Ram AIR AII/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2800 H/S
1970	Firebird 400" Eng. AII/T	9/32"	----	----	7/64"	13/32"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	2000 H/S
1971	Firebird 400" Eng. & 455" Eng. Std. AII/T	9/32"	----	----	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	950	2000 H/S
	455" Eng. Hi. Output & w/AIR RAM AII/T	9/32"	----	----	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	700	2000 H/S
	455" Eng. Hi. Output & w/AIR RAM AII/T	9/32"	----	----	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	2000 H/S
1972	Firebird 400" Eng. A/T	3/8"	13/32"	----	7/64"	13/64"	5/16"	1/64"	53/64"	5/8	1/32"	Fig. 26	Note 2	1500 2/S
	3/8" S/T	1/4"	13/32"	----	7/64"	21/64"	5/16"	1/64"	53/64"	11/16	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. A/T	3/8"	13/32"	----	7/64"	13/64"	5/16"	1/64"	53/64"	7/16	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf. A/T	1/4"	7/16"	----	7/64"	19/64"	5/16"	1/64"	53/64"	7/16	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf. S/T	1/4"	7/16"	----	7/64"	21/64"	5/16"	1/64"	53/64"	7/16	1/32"	Fig. 26	Note 2	1500 2/S
1973-74	Firebird 400" Eng. A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	9/16	1/32"	Index	Note 2	1500 2/S
	Altitude A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	5/8	1/32"	Index	Note 2	1500 2/S
	3/16" S/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	3/8	1/32"	Index	Note 2	1500 2/S
	455" Eng. A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	3/8	1/32"	Index	Note 2	1500 2/S
	Altitude A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	3/8	1/32"	Index	Note 2	1500 2/S
	Hi. Perf. Super Duty AII/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	53/64"	3/4	1/32"	Index	Note 2	2000 2/S
1970-71	Ford Motor Co. Cobra Jet 429" Eng. A/T	11/32"	**	----	5/32"	3/16"	5/16"	1/64"	53/64"	----	1/32"	Fig. 26	650	1850 2/S
	11/32" S/T	11/32"	**	----	5/32"	9/64"	5/16"	1/64"	53/64"	----	1/32"	Fig. 26	700	750 3/S
1968	GMC Truck 396" Eng. 1/2-3/4 Ton A/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	GMC Truck 327"-350" Eng. S/T	1/4"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	GMC Truck 396" Eng. A/T	1/4"	5/16"	3/8"	3/32"	1/4"	19/64"	1/64"	13/16"	----	1/64"	Fig. 26	Note 2	1500 2/S
1970	GMC Truck 350"-400" Eng. Calif. AII/T	11/32"	----	----	7/64"	1/4"	19/64"	1/64"	13/16"	7/16 350" Eng.)	1/64"	Fig. 26	Note 2	1500 2/S
	454" Eng. AII/T	1/4"	----	----	7/64"	1/4"	19/64"	1/64"	13/16"	13/16 400" Eng.)	1/64"	Fig. 26	Note 2	1500 2/S
1973	GMC Truck 350" Eng. C, K, P, -20, 30 & G, P, -30 Mtr. Home AII/T	11/32"	*	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2	A/T1600 H/S
	350" Eng. G-10 AII/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2	S/T1300 H/S
	454" Eng. AII/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2	A/T1600 H/S
	455" Eng. Motor Home AII/T	1/4"	*	----	15/64"	7/32"	5/16"	1/32"	----	3/4	----	Index	Note 2	1000 2/S
1973-74	GMC Truck 350" Eng. AII/T	1/4"	*	----	7/16"	15/64"	29/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	A/T1600 H/S
1974	350" Eng. w/carb. No's. 7044213 AII/T	11/32"	*	----	7/16"	7/32"	29/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1600
	214, 215, 216, 7044513, 514 AII/T	1/4"	*	----	7/16"	15/64"	29/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1600
	400" Eng. AII/T	1/4"	*	----	7/16"	15/64"	29/64"	1/64"	----	7/16	1/64"	Gauge Notch	Note 2	1700
	454" Eng. AII/T	3/8"	*	----	7/16"	15/64"	29/64"	1/64"	----	7/16	1/64"	Gauge Notch	Note 2	1700
1975-78	GMC Truck 350" Eng. AII/T	11/32"	9/32"	----	19/64"	9/64"	19/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800P
	Calif. 350" Eng. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800P
	400" Eng. Carb. No. 7045225 AII/T	11/32"	9/32"	----	19/64"	9/64"	19/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1600P
	400" Eng. Carb. No. 7045229 AII/T	15/32"	9/32"	----	19/64"	9/64"	19/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1600P
	400" Eng. Calif. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1600P
1975	454" Eng. AII/T	3/8"	9/32"	----	7/16"	15/64"	29/64"	1/64"	----	7/16	1/64"	Gauge Notch	Note 2	1000 2/S
1976-77	454" Eng. AII/T	3/8"	9/32"	----	19/64"	5/32"	19/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1700N
	455" Eng. AII/T	1/4"	5/16"	----	15/64"	7/32"	5/16"	1/32"	----	3/4	1/32"	Index	Note 2	900 L/S
1977	GMC Truck 350" Eng. Calif. AII/T	11/32"	9/32"	----	19/64"	5/32"	19/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
	Calif. w/Carb. No. 17067514 AII/T	11/32"	9/32"	----	7/32"	1/8"	15/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1800 H/S
	350" Eng. Federal AII/T	11/32"	9/32"	----	7/32"	7/64"	13/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
	400" Eng. AII/T	11/32"	9/32"	----	7/32"	1/8"	7/32"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800 H/S
1978	GMC Truck 350" Eng. Fed. AII/T	15/32"	9/32"	----	17/64"	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	400" Eng. Fed. AII/T	15/32"	9/32"	----	17/64"	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	Carb. No. 17058229 AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	1/64"	----	3/4	1/64"	Gauge Notch	Note 2	1800 P
	Carb. No. 17058525 AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1700 N
	454" Eng. Fed. AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800 N
	350"/400" Eng. Calif. AII/T	15/32"	9/32"	----	17/64"	9/64"	17/64"	1/64"	----	7/8	1/64"	Gauge Notch	Note 2	1800 N
1970	Monte Carlo 350"-400"-454" Eng. A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	1/64"	----	7/16 350" Eng.)	1/64"	Fig. 26	600	1800 2/S
	1/4" S/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	1/64"	----	13/16 all others)	1/64"	Fig. 26	700	1500 2/S
1971	Monte Carlo 350"-402"-454" Eng. A/T	1/4"	----	----	3/32"	17/64"	29/64"	1/64"	----	----	1/64"	Fig. 26	600	1500 2/S
	1/4" S/T	1/4"	----	----	3/32"	9/32"	29/64"	1/64"	----	----	1/64"	Fig. 26	600	1350 2/S
1972	Monte Carlo 350" Eng. AII/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	1/64"	----	----	1/64"	Notch Lever	900/450	1500 2/S
	402"-454" Eng. AII/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	1/64"	----	----	1/64"	Notch Lever	750/450	1350 2/S
	454" Eng. AII/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2	A/T1600 H/S
1973	Monte Carlo 350" Eng. AII/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26		

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. In Neut.
		S/T	A/T-Dr.											
1966	Oldsmobile 330" Eng. 400"-425" Eng.	All/T	11/32"	9/32"	3/8"	1/8"	13/64"	19/64"	1/84"	7/8"	1/2-6/8	R-Notch	550	700 L/S
1967	Oldsmobile 330" Eng. 330" Eng. A. I. R. 400"-425" Eng.	All/T	11/32"	9/32"	3/8"	1/8"	13/64"	19/64"	1/84"	7/8"	3/4	R-Notch	550	700 L/S
1968	Oldsmobile 350" Eng. 400"-455" Eng.	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	R-Notch	550	700 L/S
	Oldsmobile 350" Eng. All w/o W31	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	R-Notch	550	700 L/S
	Oldsmobile 350" Eng. W31	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	Note 2	Note 2
	Outside Air	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	Note 2	900 L/S
	400" Eng. W-30 Outside Air	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	Note 2	1000 L/S
1969	Oldsmobile 350" Eng. All w/o W31	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	Note 2	750 L/S
	350" Eng. w/W31	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	675	700 L/S
	400" Eng. w/o W30	A/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	825	900 L/S
	400" Eng. w/o W30	S/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	750	700 L/S
	400" Eng. w/W30	All/T	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	825	750 L/S
	455" Eng. All	1/4"	5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	3/4	1/32"	Center Notch	575	700 L/S
1970	Oldsmobile 350" Eng. 310 H. P. 350" Eng. 325 H. P. 455" Eng. 7040251	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	650	1000 L/S
	455" Eng. 7040252-257-258	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	750	1000 L/S
	455" Eng. 7040253	S/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	750	1000 L/S
	455" Eng. 7040256	S/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	750	1000 L/S
1971	Oldsmobile 350" Eng. 455" Eng. Std. 4-4-2 455" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	750	1000 L/S
	Tore nado 455" Eng.	A/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Center Notch	750	1000 L/S
1972	Oldsmobile 350" Eng. 455" Eng. 4-4-2 455" Eng.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1100 L/S
1973-74	Oldsmobile 350" Eng. 455" Eng. Commercial 455" Eng. Hi. Perf. Calif.	All/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1100 L/S
		A/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1000 L/S
		S/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1000 L/S
		A/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1000 L/S
		A/T	1/4"	3/8"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	1/2	Index	Note 2	1000-P
1975	Oldsmobile 455" Eng. Commercial 7043259	1/4"	*	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	3/4	1/32"	Index	Note 2	1000
1976-76	H/D Marine 7045282	1/4"	*5/16"	3/8"	9/64"	13/64"	19/64"	1/84"	7/8"	3/4	1/32"	Index	Note 2	900 L/S
1967	Pontiac 400"-428" Eng. & w/A.I.R.	A/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	600	2500 H/S
1968	Pontiac 400"-428" Eng.	S/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1969	Pontiac 350"-400"-428" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	1000	2500 H/S
1970	Pontiac 400"-455" Eng.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	950	2000 H/S
1971	Pontiac 400" Eng. & 455" Eng. Std.	All/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	Center Notch	600	2000 H/S
1972	Pontiac 400" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	A/T	3/8"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
1973-74	Pontiac 400" Eng.	S/T	1/4"	7/16"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng.	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
	Hi. Perf.	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
		S/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	7/16"	1/32"	Fig. 26	Note 2	1500 2/S
1974	Pontiac 455" Eng. H/D Commercial 7044267	13/32"	*	3/8"	9/32"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	Index	Note 2	2000 H/S
1967	Pontiac Canada 327" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	500	2200 H/S
	396"-427" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	500	2200 H/S
1968	Pontiac Canada 327" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	500	2200 H/S
	396"-427" Eng.	S/T	9/32"	9/32"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	500	2200 H/S
1970	Pontiac Canada 350"-454" Eng.	A/T	1/4"	5/16"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	700	1800 H/S
	400"-455" Eng.	All/T	9/32"	9/32"	3/8"	7/64"	5/32"	21/64"	1/64"	27/32"	7/8	Fig. 26	950	1500 2/S
1966	Tempest 230" Eng.	All/T	7/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
1967	Tempest Early 230" Eng. Late 230" Eng. Tempest 400" Eng.	All/T	7/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	600	2800 H/S
	Tempest 250" Eng.	S/T	3/16"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	600	2500 H/S
1968	Tempest 250" Eng. All 350"-400" Eng.	All/T	5/16"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	Tempest 400" Eng. Ram Air	A/T	1/4"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1968-69	Tempest 400" Eng. Ram Air	A/T	1/4"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	Carb. No. 7028270-273	S/T	1/4"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1969	Tempest 250" Eng.	A/T	3/16"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	350"-400"-428" Eng.	All/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	400" Eng. Ram Air	A/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1970	Tempest 400" Eng. Ram Air	All/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
	400"-455" Eng.	All/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	Note 2	2500 H/S
1971	Tempest 400" Eng. & 455" Eng. Std.	All/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	1050	2500 H/S
	455" Eng. Hi Output & w/air ram	All/T	9/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	Center Notch	950	2000 H/S
1972	Tempest/Lemans 400" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	w/A.R. 2500H/S
	455" Eng. Hi. Perf.	S/T	1/4"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
1972	Tempest/Lemans 455" Eng.	A/T	3/8"	13/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
	455" Eng. Hi. Perf.	A/T	1/4"	7/16"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Fig. 26	Note 2	1500 2/S
1973	Tempest 400" Eng. Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	Hi. Perf.	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
		S/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
1974	Tempest/Lemans 350" Eng. 400" Eng.	All/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	455" Eng.	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S
	Altitude	A/T	13/32"	9/32"	3/8"	7/64"	13/32"	5/16"	1/64"	5/8"	1/32"	Index	Note 2	1500 2/S

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

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

*Inner Hole of Pump Lever

**Outer Hole of Pump Lever

***Fast Idle Cam Adj. Olds.

†Measured at upper edge of choke valve

W - W/O A. I. R. = With and Without Injection Reactor

S/T = Standard Transmission

A/T = Automatic Transmission

L/S = Low Step

H/S = High Step

2/S = Second Step

3/S = Third Step