

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3715-6

ROCHESTER CARBURETOR "MONOJET"

1 BARREL - TYPE 1ME, 1MEF

1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.

2. The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

3. Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.

4. Parts list shown DOES NOT reflect the contents of the kit.

5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

### DISASSEMBLY — ASSEMBLY NOTES

1. Measure and record float level setting before dismantling float assembly. Remember that the float unit is subject to possible fuel absorption. If in doubt, replace with a new one.

2. Mark or index parts especially where similarities exist. Also note spring location points to insure correct re-assembly.

3. Retain all old gaskets for matching purposes. Re-assemble with all new applicable gaskets.

4. SOME MODELS: To remove choke cover, use drill bit size no. 21 (.159") to remove rivet heads (3), then drive out remainder using a drift punch.

5. CAUTION: Before dismantling mixture screw (42), remove limiter cap (some models) using a pair of diagonal cutters (avoid changing mixture screw setting).

Mark position of mixture screw, then turn in until lightly seated counting number of turns. Turn out to index mark, record number of turns for re-assembly and remove.

6. Check throttle linkage for freedom of movement before and after installing carburetor on engine.

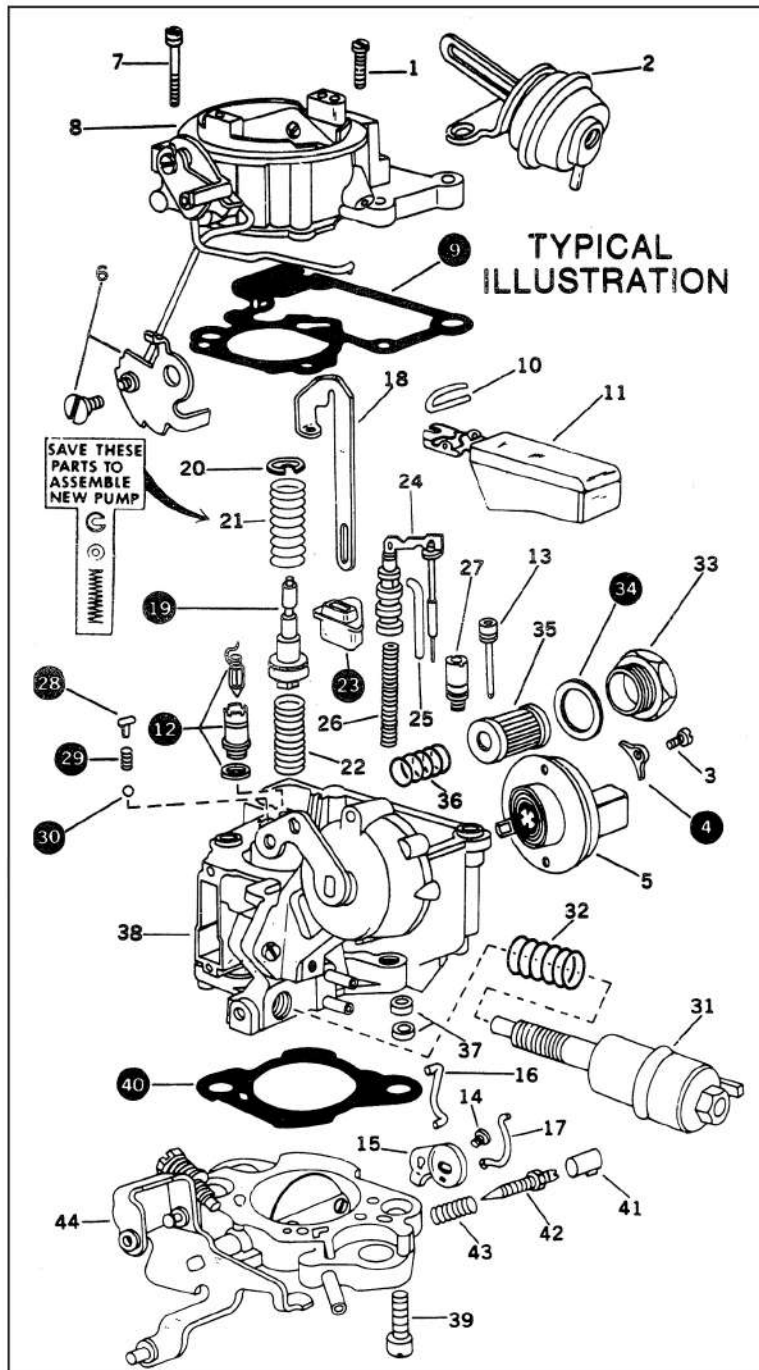
### CLEANING

Cleaning must be done with carburetor disassembled. Cover opening on intake manifold after carburetor is removed. Soak parts in cleaning solvent long enough to soften foreign matter.

**Caution:** Do not soak parts made of rubber, leather, plastic or electrical parts. Do not use abrasives. Do not use a metal wire to clean out passageways and jets. Wash off in suitable solvent. Clear all passageways with compressed air.

### PARTS LIST

1. Screw, Choke Pulloff (2)
2. Choke Pulloff Assembly
3. Screw, Retainer or Rivets† (3)
4. Retainer, Choke Cover (3)
5. Choke Cover Assembly
6. Fast Idle Cam & Screw Assembly
7. Screw and Washer, Bowl Cover (4)
8. Bowl Cover Assembly
9. Gasket, Bowl Cover
10. Pin, Float
11. Float Assembly
12. Needle, Seat, Gasket, Assembly
13. Idle Tube Assembly
14. Screw, Pump Lever
15. Lever, Pump/Power Link
16. Rod, Pump
17. Rod, Power Piston
18. Lever, Pump Activating
19. Pump Piston Assembly
20. Retainer, Pump Spring
21. Spring, Pump
22. Spring, Pump Return
23. Seal, Pump Lever\*
24. Metering Rod, Power Piston Assembly
25. Rod, Power Piston
26. Spring, Power Piston
27. Jet, Main Metering
28. Spring Guide, Pump Discharge
29. Spring, Ball, Pump Discharge
30. Ball, Pump Discharge
31. Solenoid, Idle Stop
32. Spring, Idle Stop Solenoid
33. Fitting, Fuel Inlet
34. Gasket, Fuel Inlet Filter
35. Filter, Fuel Inlet
36. Spring, Fuel Inlet Filter
37. Seal & Retainer, Power Piston Rod
38. Float Bowl Assembly
39. Screw, Throttle Body (2)
40. Gasket, Throttle Body
41. Cap, Idle Limiter
42. Screw, Idle Adjusting
43. Spring, Idle Adjusting
44. Throttle Body



NOTE: Circled parts are included in most kits. Extra parts are included for other kits.

\*Some Models

† See Disassembly—Assembly Notes

## ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL  
ADJUSTMENT**

1. HOLD FLOAT HINGE PIN FIRMLY IN PLACE.
2. PRESS DOWN AT END OF FLOAT HINGE, AGAINST TOP OF FLOAT NEEDLE.
3. WITH GASKET REMOVED, MEASURE AS SPECIFIED FROM TOP SURFACE OF CASTING TO TOP OF INDEX POINT AT THE TOE END OF FLOAT.
4. TO ADJUST, BEND FLOAT HINGE.

**FIG. B  
METERING ROD  
ADJUSTMENT**

1. WITH THROTTLE VALVE WIDE OPEN, REMOVE METERING ROD BY PUSHING DOWN AGAINST SPRING TENSION, RELEASING METERING ROD FROM SLOT IN HOLDER. LIFT OUT METERING ROD FROM MAIN JET PASSAGEWAY. NOW, HOLD THROTTLE VALVE FULLY CLOSED BY TURNING OUT IDLE SPEED SCREW AND IDLE STOP SOLENOID.
2. PUSH DOWN ON POWER PISTON AGAINST ITS STOP, AT THE SAME TIME SWING METERING ROD HOLDER OVER FLAT SURFACE OF CASTING (WITHOUT GASKET).
3. MEASURE CLEARANCE AS SPECIFIED BETWEEN BOTTOM OF METERING ROD HOLDER AND TOP SURFACE OF CASTING.
4. TO ADJUST, BEND METERING ROD HOLDER AS INDICATED.

**BENDING DEVICE**

**FIG. C  
METERING ROD  
ADJUSTMENT**

NOTE: HOLD THROTTLE VALVE FULLY CLOSED BY TURNING OUT IDLE STOP SOLENOID.

1. WITHOUT PUSHING DOWN ON POWER PISTON, MEASURE AS SPECIFIED BETWEEN BOTTOM OF METERING ROD HOLDER AND TOP SURFACE OF CASTING (GASKET REMOVED).
2. TO ADJUST, BEND METERING ROD HOLDER AS REQUIRED.

**BENDING DEVICE**

**FIG. D  
FAST IDLE  
ADJUSTMENT (ON CAR)**

1. WITH IDLE STOP SOLENOID, ADJUST CURB IDLE SPEED AS SPECIFIED.
2. POSITION CAM FOLLOWER TANG ON HIGH STEP OF CAM. NOTE: WITH MANUAL CHOKE, ROTATE SMOOTH CAM TO HIGHEST POSITION.
3. TO OBTAIN SPECIFIED FAST IDLE R.P.M. USE PLIERS TO SUPPORT LEVER AND BEND TANG TOWARDS OR AWAY FROM FAST IDLE CAM.

**FIG. E  
FAST IDLE  
ADJUSTMENT (ON CAR)**

1. PERFORM CURB IDLE SPEED ADJUSTMENT. NOTE: NOT APPLICABLE TO MODELS WITH IDLE DASHPOT.
2. POSITION FAST IDLE SCREW ON HIGHEST STEP OF CAM.
3. IF ADJUSTMENT IS REQUIRED, TURN FAST IDLE SCREW IN OR OUT TO OBTAIN THE SPECIFIED FAST IDLE RPM.

**FIG. F  
CHOKE COIL LEVER  
ADJUSTMENT**

1. POSITION CAM FOLLOWER OR FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM.
2. MAINTAIN CHOKE VALVE IN A FULLY CLOSED POSITION.
3. INSERT .120 IN. (#31) DRILL OR PLUG GAUGE INTO HOLE IN LEVER AND MUST PASS THROUGH TO ENTER HOLE IN CASTING.
4. TO ADJUST, BEND LINK AS REQUIRED.

**FIG. G  
FAST IDLE CAM  
(CHOKE ROD) ADJUSTMENT**

1. AUTO CHOKE—AFTER FAST IDLE ADJUSTMENT IS MADE, HOLD FAST IDLE SCREW OR CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM AGAINST HIGH STEP.
- MANUAL CHOKE—SINCE IT HAS A SMOOTH CONTOUR CAM (NO STEPS), THE INDEX LINE ON SIDE OF CAM SHOULD LINE UP WITH CONTACT POINT OF FAST IDLE CAM FOLLOWER TANG.
2. PUSH DOWN ON CHOKE VALVE.
3. ROD MUST LOCATE IN END OF SLOT.
4. GAUGE AS SPECIFIED BETWEEN WALL OF AIRHORN AND UPPER EDGE OF CHOKE VALVE.
5. TO ADJUST, BEND ROD AS NEEDED.

**FIG. H  
FAST IDLE CAM  
(CHOKE ROD) ADJUSTMENT**

1. AFTER FAST IDLE ADJUSTMENT IS MADE, HOLD FAST IDLE CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM AGAINST HIGH STEP.
2. PUSH DOWN ON CHOKE VALVE.
3. ROD MUST LOCATE IN END OF SLOT.
4. GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND LOWER EDGE OF CHOKE VALVE.
5. TO ADJUST, BEND ROD AT POINT SHOWN.

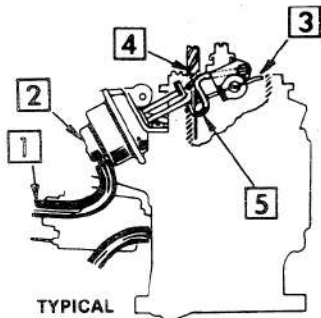
**FIG. I  
FAST IDLE CAM  
ADJUSTMENT**

1. AFTER FAST IDLE ADJUSTMENT IS MADE, HOLD FAST IDLE SCREW OR CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM AGAINST HIGH STEP.
2. PUSH DOWN ON CHOKE VALVE.
3. GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE.
4. TO ADJUST, BEND ROD AS REQUIRED.

## ADJUSTMENT DATA (Cont'd)

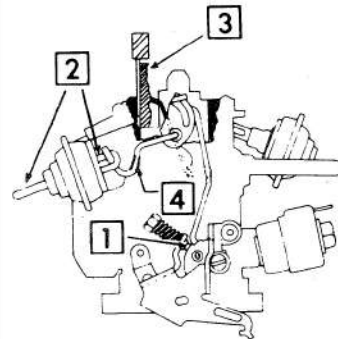
**FIG. J  
VACUUM BREAK  
ADJUSTMENT**

1. PLACE CAM FOLLOWER TANG; SLOW OR FAST IDLE SCREW ON HIGHEST STEP OF CAM. NEXT, APPLY AN OUTSIDE VACUUM SOURCE TO SEAT DIAPHRAGM.
2. FOR MODELS HAVING A DELAY ACTION: COVER PURGE BLEED HOLE AND END PLUG WITH MASKING TAPE. AFTER ADJUSTMENT REMOVE TAPE.
3. PRESS DOWN ON CHOKE VALVE. WITH SOME MODELS, ALSO COMPRESS PLUNGER BUCKING SPRING AND SEAT PLUNGER STEM.
4. GAUGE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE.
5. TO ADJUST, BEND LINK.



**FIG. L  
AUXILIARY VACUUM  
BREAK ADJUSTMENT**

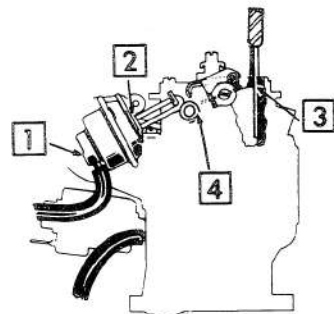
1. PLACE FAST IDLE SCREW OR CAM FOLLOWER TANG ON HIGHEST STEP OF CAM.
2. APPLY OUTSIDE VACUUM SOURCE TO SEAT DIAPHRAGM PLUNGER.
3. GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN & UPPER EDGE OF CHOKE VALVE.
4. TO ADJUST, BEND LINK.



**FIG. K  
VACUUM BREAK  
ADJUSTMENT**

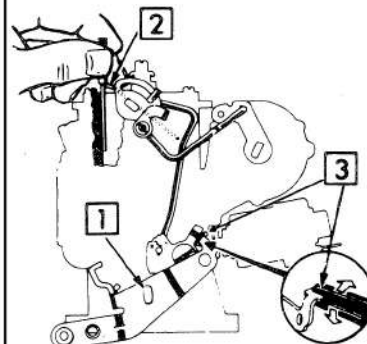
NOTE: PLACE CAM FOLLOWER TANG OR SLOW OR FAST IDLE SCREW ON HIGHEST CAM STEP. NEXT, APPLY AN OUTSIDE VACUUM SOURCE TO SEAT DIAPHRAGM.

1. FOR MODELS HAVING A DELAY ACTION, COVER PURGE BLEED HOLE AND END PLUG WITH MASKING TAPE. REMOVE TAPE AFTER ADJUSTMENT.
2. PRESS DOWN ON CHOKE VALVE. WITH SOME MODELS ALSO COMPRESS PLUNGER BUCKING SPRING AND SEAT PLUNGER STEM.
3. GAUGE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND INSIDE AIR HORN WALL.
4. TO ADJUST, BEND LINK.



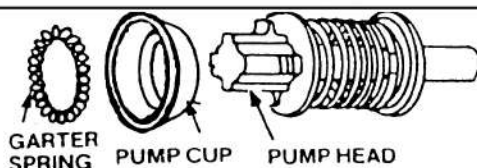
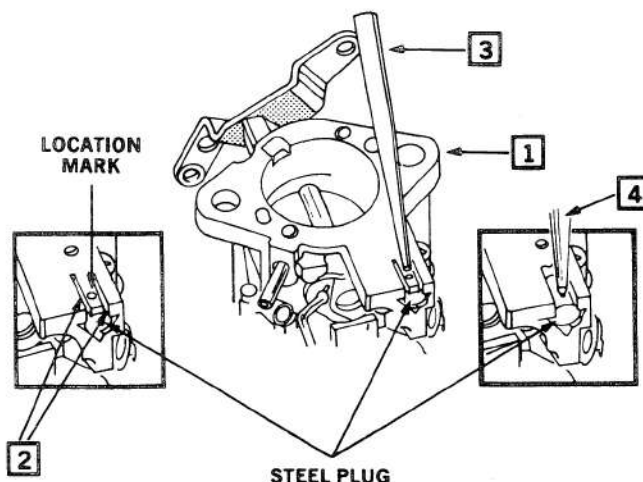
**FIG. M  
TYPICAL UNLOADER  
ADJUSTMENT**

1. HOLD THROTTLE VALVE WIDE OPEN.
2. CLOSE DOWN CHOKE VALVE. GAUGE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.  
NOTE: '81 CHEVY & G.M. TRUCK - GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN.
3. BEND TANG TO ADJUST.



**FIG. N  
SEALED MIXTURE SCREW  
REMOVAL—If Required  
(Some Models)**

1. INVERT THROTTLE BODY AS SHOWN.
2. CUT 2 PARALLEL SLOTS ON EITHER SIDE OF LOCATION MARK USING A HACKSAW. SLOTS SHOULD NOT EXTEND 1/8" BEYOND LOCATION POINT.
3. POSITION A FLAT BOTTOM PUNCH AT A 45° ANGLE BETWEEN ENDS OF SAW MARKS IN THROTTLE BODY. DRIVE PUNCH BETWEEN SLOTS CAUSING SLUG TO BREAK OFF.
4. NEXT, HOLD CENTER PUNCH IN A VERTICAL POSITION AND DRIVE IT INTO STEEL PLUG. RE-POSITION PUNCH TO A 45° ANGLE AND DRIVE PLUG OUT OF CASTING EXPOSING MIXTURE SCREW. MARK POSITION OF MIXTURE SCREW BEFORE REMOVING, THEN TURN IN UNTIL LIGHTLY SEATED COUNTING NUMBER OF TURNS. TURN OUT TO INDEX MARK. RECORD NUMBER OF TURNS FOR RE-ASSEMBLY AND REMOVE.



**KITS WITH PUMP CUP ONLY**

Remove old cup with garter spring (if used) from pump head. Install new cup (with new garter spring if used) in same position on pump.

**SPECIFICATIONS BY APPLICATION**

Year	MODEL	Float Level	Fig.	Metering Rod Setting	Fig.	Choke Coil Lever	Fig.	Fast Idle R.P.M.	Fig.	Choke Rod	Fig.	Vacuum Break Setting	Fig.	Un-loader Setting	Fig.	Choke Coil Setting	Idle R.P.M. Slow	
<b>CHEVROLET, PONTIAC — SPECIFICATION I.D.-A</b>																		
1978	97.6 Eng. —A/T —w/A.C. —M/T —w/o A.C. —Alt. —A/T —M/T —w/o A.C. —Cal. —A/T —M/T —w/o A.C. —Fed. —A/T —Early —Late —M/T —Late —w/A.C.	5/32	A	5/64	C	1/8	F	2400 P	E	5/64	H	1/8	J	1/2	M	3 Rich	2	
		5/32	A	5/64	C	1/8	F	2300 N	E	5/64	H	1/8	J	1/2	M	3 Rich	2	
		5/32	A	5/64	C	1/8	F	2400 P	E	5/64	H	1/8 <sup>1</sup>	J	1/2	M	2 Rich	2	
		5/32	A	5/64	C	1/8	F	2300 N	E	5/64	H	1/8 <sup>1</sup>	J	1/2	M	2 Rich	2	
		5/32	A	5/64	C	1/8	F	2400 P	E	5/64	H	1/8 <sup>1</sup>	J	1/2	M	2 Rich	2	
		5/32	A	5/64	C	1/8	F	2300 N	E	5/64	H	1/8 <sup>1</sup>	J	1/2	M	2 Rich	2	
		5/32	A	5/64	C	1/8	F	2400 P	E	5/64	H	1/8	J	1/2	M	3 Rich	2	
		5/32	A	5/64	C	1/8	F	2400 P	E	5/64	H	1/8	J	1/2	M	2 Rich	2	
		5/32	A	5/64	C	1/8	F	2400 N	E	7/64	H	5/32	J	1/2	M	2 Rich	2	
		1977	85 Eng. —A/T —M/T 97.6 Eng. —(Exc. Alt. or Calif.) —A/T —w/o A.C. —w/A.C. —M/T —Calif. —A/T —w/o A.C. —w/A.C. —M/T —Alt. —A/T —w/o A.C. —w/A.C. —M/T	5/32	A	5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich
5/32	A			5/64	C	1/8	F	2300 N	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
5/32	A			5/64	C	1/8	F	2400 P	E	3/64	I	5/64	K	13/64	M	2 Rich	2	
1976	85 Eng. —(Exc. Calif.) —w/o A.C. —A/T —M/T —w/A.C. —Calif. —A/T —M/T 97.6 Eng. —(Exc. Calif.) —A/T —w/o A.C. —w/A.C. —M/T —Calif. —A/T —w/o A.C. —w/A.C.	5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	700/800	
		5/32	A	5/64	C	—	—	2000 N	E	1/16	I	5/64	K	13/64	M	3 Rich	600/800	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	800/950	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	850/600	
		5/32	A	5/64	C	—	—	2000 N	E	1/16	I	5/64	K	13/64	M	3 Rich	1000/600	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	700/800	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	800/950	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	600/800	
		5/32	A	5/64	C	—	—	2200 P	E	1/16	I	5/64	K	13/64	M	3 Rich	850/600	
		5/32	A	5/64	C	—	—	2000 N	E	1/16	I	5/64	K	13/64	M	3 Rich	1000/600	

**GM TRUCKS — SPECIFICATION I.D.-B**

1987-85	292 Eng.	11/32	A	3/32	C	1/8	F	2	D	9/32	H	13/64 <sup>3</sup>	J	33/64	M	T.R.	2
1984-80	292 Eng.	11/32	A	3/32	C	1/8	F	2	D	9/32	H	13/32	J	33/64 <sup>4</sup>	M	T.R. <sup>1,3</sup>	2
1979	292 Eng. —Cal. —Fed. —A/T —M/T	3/8	A	3/32	B	1/8	F	2100 P,N	D	17/64	H	25/64	J	17/32	M	2 Rich	2
		3/8	A	3/32	B	1/8	F	2000 P	D	17/64	H	25/64	J	17/32	M	2 Rich	2
		3/8	A	3/32	B	1/8	F	1800 N	D	17/64	H	25/64	J	17/32	M	2 Rich	2

**SPECIFICATION I.D.-C  
CHECKER**

1979	250 Eng. —Cal. —A/T —Fed. —A/T	3/8	A	3/32	B	1/8	F	2000 P	D	3/16	H	1/4	J	13/32	M	Index	2
		3/8	A	3/32	B	1/8	F	2000 P	D	11/64	H	13/64	J	13/32	M	Index	2
1978	250 Eng. —Cal. —A/T —Fed. —A/T	3/8	A	3/32	B	1/8	F	2000 P	D	3/16	H	1/4	J	13/32	M	Index	2
		5/16	A	3/32	B	1/8	F	2100 N	D	11/64	H	13/64	J	1/2	M	Index	2
1977	250 Eng. —Fed. —Alt.	3/8	A	5/64	B	1/8	F	2000 P	D	5/64	G	7/64	K	21/64	M	2 Rich	2
		3/8	A	5/64	B	1/8	F	2100 P	D	7/64	G	1/8	K	21/64	M	1 Lean	2

**CHEVROLET, PONTIAC**

1979	250 Eng. —Cal. —A/T —Fed. —A/T —M/T	3/8	A	3/32	B	1/8	F	2000 P	D	3/16	H	1/4	J	13/32	M	Index	2
		3/8	A	3/32	B	1/8	F	2000 P	D	11/64	H	13/64	J	13/32	M	Index	2
1978	250 Eng. —Cal. —A/T —Can. <sup>5</sup> —A/T —Fed. —A/T —M/T	3/8	A	3/32	B	1/8	F	2000 P	D	3/16	H	1/4	J	13/32	M	Index	2
		5/16	A	5/64	B	1/8	F	2100 P,N	D	13/64	H	1/4	J	29/64	M	Index	2
		5/16	A	3/32	B	1/8	F	2100 N	D	11/64	H	13/64	J	1/2	M	Index	2
1977	250 Eng. Carb. Nos. 17057013, 015, 016 Carb. Nos. 17057014, 018, 020 Carb. Nos. 17057025, 029, 082 Carb. Nos. 17057310, 312 Carb. Nos. 17057314, 318 Carb. Nos. 17057322, 324	3/8	A	5/64	B	1/8	F	2000 P,N <sup>6</sup>	D	3/32 <sup>7</sup>	G	1/8	K	21/64	M	2 Rich <sup>8</sup>	2
		3/8	A	5/64	B	1/8	F	2000 P	D	5/64	G	7/64 <sup>9</sup>	K	21/64	M	2 Rich <sup>10</sup>	2
		3/8	A	5/64	B	1/8	F	2000 P,N	D	7/64	G	9/64	K	21/64	M	Index	2
		3/8	A	3/32	B	1/8	F	1800 P	D	3/32	G	7/64	K	7/32	M	Index	2
		3/8	A	5/64	B	1/8	F	1800 P	D	3/32	G	7/64	K	7/32	M	Index	2
		3/8	A	3/32	B	1/8	F	1800 P	D	1/8	G	9/64	K	7/32	M	Index	2

**GM TRUCKS**

1979-78	250, 292 Eng. —Cal., Fed. Carb. No. 17058011	5/16	A	1/16	B	1/8	F	2400 P	D	9/32	H	21/64	J	33/64	M	Index	2
		5/16	A	1/16	B	1/8	F	2400 P	D	5/32	H	—	—	—	—	—	—
1978	250 Eng. —Fed. —Alt., Cal.	5/16	A	5/64	B	1/8	F	2100 P,N	D	13/64	H	1/4	J	29/64	M	Index	2
		5/16	A	5/64 <sup>11</sup>	B	1/8	F	2100 P,N	D	3/16	H	1/4	J	39/64	M	Index	2
1977	250, 292 Eng. Carb. Nos. 17057001, 303 Carb. Nos. 17057002, 004, 010, 302 Carb. No. 17057005 Carb. Nos. 17057006, 007, 008, 009, 308, 309 Carb. No. 17057011	3/8	A	5/64 <sup>12</sup>	B	1/8	F	2100 N	D	1/8	G	5/32	K	21/64	M	Index	2
		3/8	A	5/64	B	1/8	F	2100 P	D	7/64	G	9/64	K	21/64	M	Index	2
		3/8	A	5/64	B	1/8	F	2100 N	D	9/64	G	3/16	K	21/64	M	Index	2
		5/16	A	1/16	B	1/8	F	2400 P,N	D	5/32	G	3/16	K	33/64	M	Index	2
		5/16	A	1/16	B	1/8	F	2400 P,N	D	5/64	G	—	—	—	—	—	—

**ABBREVIATIONS**

A.C.	Air Conditioned	Fed.	Federal
A/T	Automatic Transmission	H.D.	Heavy Duty
A.I.R.	Air Injection Reactor	L.D.	Light Duty
Alt.	Altitude	M T	Manual Transmission
Cal.	California	N	Transmission in Neutral
C.E.C.	Combination Emission Control Valve	N.A.	Not Adjustable
D	Transmission in Drive	P	Transmission in Park
Exc.	Except	T.R.	Tamper Resistant

**FOOTNOTES:**

- <sup>1</sup> For vehicles with 30,000 miles and over, set 5/32.
- <sup>2</sup> See decal on vehicle.
- <sup>3</sup> Carb. Nos. 17085036, 045 set 13/32.
- <sup>4</sup> Carb. Nos. 17080009, 309, 359 measure at top of choke valve.
- <sup>5</sup> Carb. No. 17058014 use Fed. A/T spec.
- <sup>6</sup> Carb. No. 17057016 set 2100 P.
- <sup>7</sup> Carb. No. 17057016 set 7/64.
- <sup>8</sup> Carb. No. 17057016 set 1 Lean.
- <sup>9</sup> Carb. No. 17057018 set 1/8.
- <sup>10</sup> Carb. No. 17057018 set 1 Lean.
- <sup>11</sup> Carb. No. 17058311, 313 set 3/32.
- <sup>12</sup> Carb. No. 17057303 set 3/32.
- <sup>13</sup> 1980 Models set Index.