

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

TO REPAIR

ROCHESTER CARBURETOR

1 BARREL

MODELS M-MMV "MONOJET"

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.

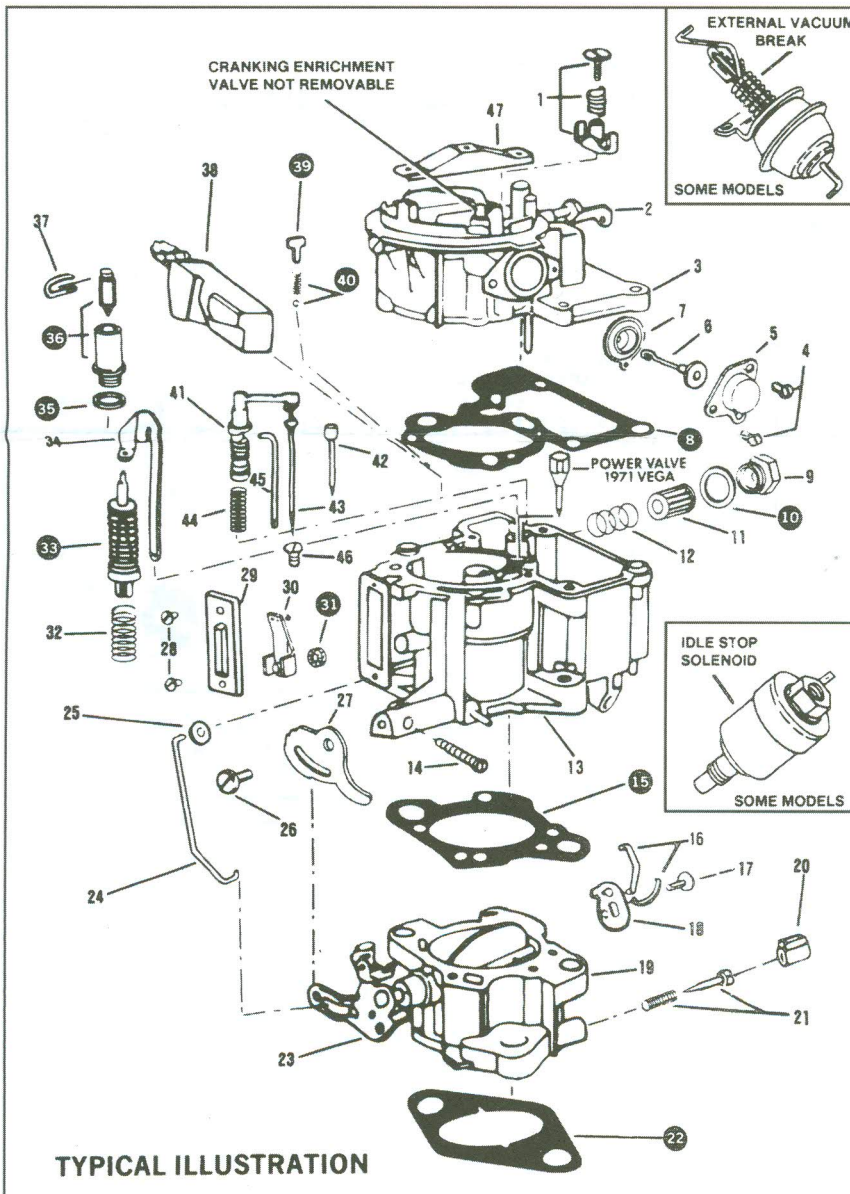
CLEANING

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. Remove all loose particles and dirt using a stiff bristle brush. Do not use abrasives. Do not use a metal wire to clean out passageways and jets. Wash off in suitable solvent. Clear all passageways and jets with compressed air.

PARTS LIST

1. Idle Vent Valve Assembly
2. Choke Lever Assembly
3. Air Horn Assembly
4. Screws (For 5)
5. Cover (For 6)
6. Vacuum Break Link
7. Diaphragm (Choke Pull-off) †
8. Air Horn Gasket
9. Fuel Inlet Fitting
10. Gasket (For 9)
11. Fuel Filter
12. Spring, Carburetor Fuel Filter
13. Float Bowl Assembly
14. Screw, Fast Idle Adjustment
15. Gasket, Float Bowl to Throttle Body
16. Link, Pump and Power Piston Rod (2)
17. Screw (For 18)
18. Lever (For 16)
19. Throttle Body Assembly
20. Limiter Cap (Some Models)
21. Screw and Spring, Idle Air Adjustment
22. Gasket, Flange
23. Fast Idle Cam
24. Choke Rod
25. Gasket, Idle Compensator
26. Screw (For 27)
27. Fast Idle Cam
28. Screw (For 29)
29. Cover (For 30)
30. Idle Compensator Valve Assembly
31. Seal (For 30)
32. Spring, Pump Return
33. Pump Piston Assembly
34. Pump Actuating Lever
35. Gasket, Needle Seat
36. Intake Needle and Seat Assy.
37. Float Hinge Pin
38. Float Assembly
39. Guide (For 40) Spring Guide, Pump Discharge
40. Pump Discharge Ball and Spring
41. Power Piston
42. Idle Tube Assembly
43. Metering Rod
44. Spring, Power Piston
45. Rod, Power Piston
46. Jet, Main Metering
47. Air Cleaner Stud Bracket



TYPICAL ILLUSTRATION

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

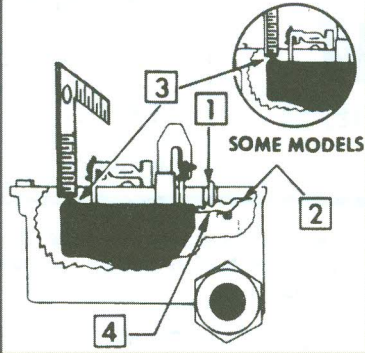
GF3791-4-P1

1. PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.

ADJUSTMENT DATA

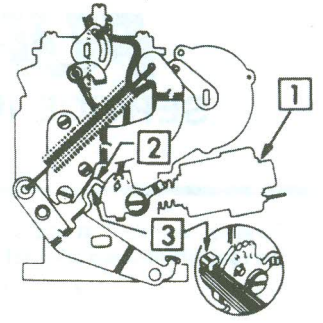
**FIG. A
FLOAT LEVEL
ADJUSTMENT**

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. E
FAST IDLE
ADJUSTMENT (ON CAR)**

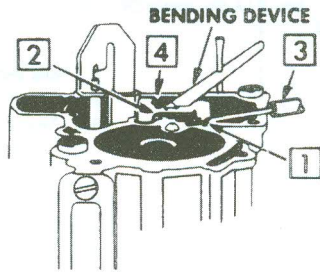
1. WITH IDLE STOP SOLENOID, ADJUST CURB IDLE SPEED AS SPECIFIED.
2. POSITION CAM FOLLOWER TANG ON HIGH STEP OF CAM. NOTE: WITH MANUAL CHOKE, ROTATE SMOOTH CAM TO HIGHEST POSITION.
3. TO OBTAIN SPECIFIED FAST IDLE R.P.M. USE PLIERS TO SUPPORT LEVER AND BEND TANG TOWARDS OR AWAY FROM FAST IDLE CAM.



**FIG. B
METERING ROD
ADJUSTMENT**

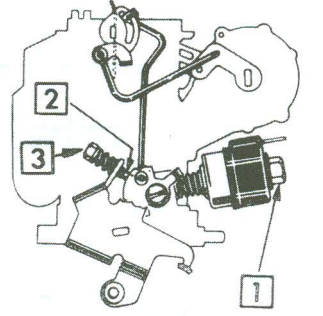
1. WITH THROTTLE VALVE WIDE OPEN, REMOVE METERING ROD BY PUSHING DOWN AGAINST SPRING TENSION, RELEASING METERING ROD FROM SLOT IN HOLDER. LIFT OUT METERING ROD FROM MAIN JET PASSAGEWAY. NOW, HOLD THROTTLE VALVE FULLY CLOSED BY TURNING OUT IDLE SPEED SCREW AND IDLE STOP SOLENOID.
2. PUSH DOWN ON POWER 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.



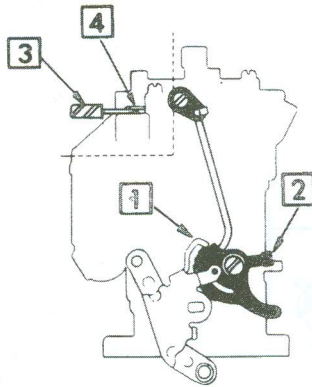
**FIG. F
FAST IDLE
ADJUSTMENT (ON CAR)**

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. C
IDLE VENT
ADJUSTMENT**

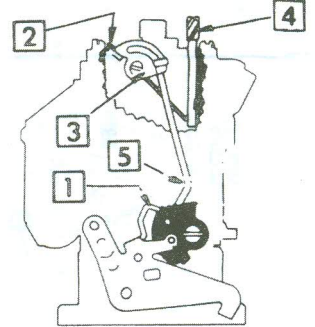
1. POSITION FAST IDLE CAM FOLLOWER STEPS OFF FAST IDLE CAM.
2. ADJUST IDLE RPM TO SPECIFICATIONS (BENCH ADJUSTMENT). TURN SCREW IN 1/2 TURNS AFTER CLOSED THROTTLE POSITION.
3. MEASURE AS SPECIFIED BETWEEN BOTTOM OF VALVE SCREW AND TOP OF AIR HORN.
4. TO ADJUST, TURN VALVE SCREW



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

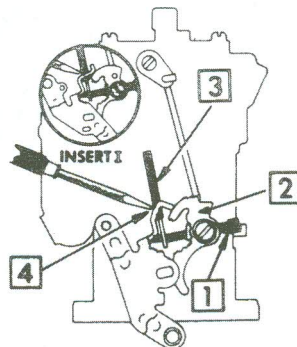
1. AUTO CHOKE—AFTER FAST IDLE ADJUSTMENT IS MADE, HOLD FAST IDLE SCREW OR CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM AGAINST HIGH STEP.

MANUAL CHOKE—SINCE IT HAS 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 AIR HORN AND LOWER EDGE OF CHOKE VALVE.
5. TO ADJUST, BEND ROD AS NEEDED.



**FIG. D
FAST IDLE
ADJUSTMENT (BENCH)**

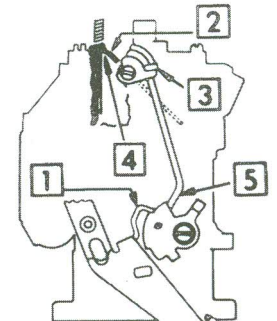
1. ADJUST INITIAL IDLE SPEED BY TURNING IDLE SPEED SCREW IN 1/2 TURNS AFTER CLOSED THROTTLE.
2. AUTOMATIC CHOKE—POSITION CAM FOLLOWER ON HIGHEST STEP OF CAM. MANUAL CHOKE (SEE INSERT I)—ROTATE SMOOTH CAM TO HIGHEST POINT.
3. MEASURE AS SPECIFIED BETWEEN END OF IDLE SPEED SCREW AND STOP TANG ON THROTTLE LEVER.
4. TO ADJUST, (IF REQUIRED) INSERT SCREWDRIVER IN SLOT OF CAM FOLLOWER AND BEND CAM FOLLOWER TOWARDS OR AWAY FROM CAM TO OBTAIN SPECIFIED DIMENSION. NOTE: ALWAYS RECHECK FAST IDLE SETTING ON CAR.



**FIG. H
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.

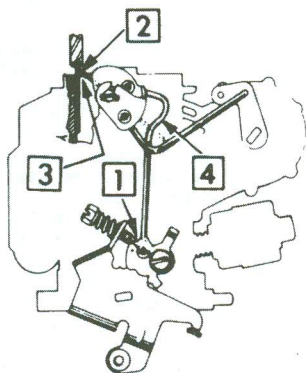
MANUAL CHOKE—SINCE IT HAS A SMOOTH CONTOUR CAM (NO STEPS), THE INDEX LINE ON SIDE OF CAM SHOULD LINE UP WITH CONTACT POINT OF FAST IDLE CAM FOLLOWER TANG.
2. PUSH DOWN ON CHOKE VALVE.
3. ROD MUST LOCATE IN END OF SLOT.
4. GAUGE AS SPECIFIED BETWEEN WALL OF AIRHORN AND UPPER EDGE OF CHOKE VALVE.
5. TO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



ADJUSTMENT DATA (Cont'd)

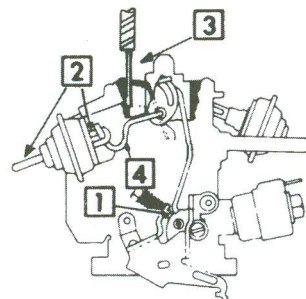
**FIG. I
FAST IDLE CAM
ADJUSTMENT**

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.



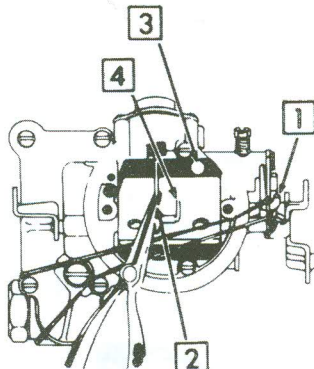
**FIG. M
AUXILIARY VACUUM
BREAK ADJUSTMENT**

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.



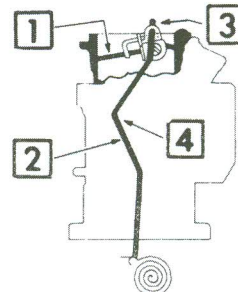
**FIG. J
VACUUM BREAK
ADJUSTMENT**

1. OPEN THROTTLE VALVE TO CLEAR CAM FOLLOWER OF FAST IDLE CAM. NEXT, ROTATE CHOKE VALVE TOWARD CLOSED POSITION AND MAINTAIN BY STRETCHING A RUBBER BAND AS SHOWN.
2. USING PLIERS, SEAT DIAPHRAGM BY PUSHING PLUNGER ROD IN.
3. GAUGE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE.
4. TO ADJUST, BEND TANG AS NECESSARY.



**FIG. N
CHOKE COIL
ADJUSTMENT**

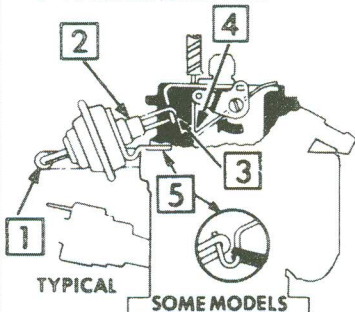
1. COMPLETELY CLOSE CHOKE VALVE.
2. PUSH UP ON ROD TO END OF TRAVEL.
3. BOTTOM OF ROD SHOULD BE EVEN WITH TOP OF LEVER, PONTIAC: (Some Models) ROD SHOULD BE ADJUSTED TO FIT NOTCH IN TOP OF LEVER.
4. TO ADJUST, BEND ROD.



**FIG. K
VACUUM BREAK
ADJUSTMENT**

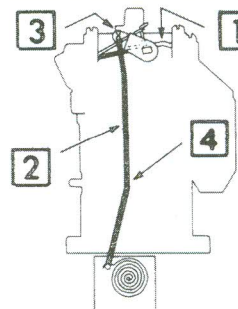
1. PLACE CAM FOLLOWER TANG, SLOW OR FAST IDLE SCREW ON HIGHEST STEP OF CAM. NEXT, SEAT DIAPHRAGM USING AN OUTSIDE VACUUM SOURCE. NOTE: FOR MODELS HAVING A DELAY ACTION, COVER PURGE BLEED HOLE AND END PLUG WITH MASKING TAPE. AFTER ADJUSTMENT, REMOVE TAPE.
2. BE SURE DIAPHRAGM PLUNGER IS OUT AND SEATED. NOTE: SOME MODELS ARE EQUIPPED WITH A BUCKING SPRING WHICH MUST BE COMPRESSED.
3. ROD SHOULD LOCATE IN END OF SLOT.

4. GAUGE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE.
5. TO ADJUST, BEND ROD.



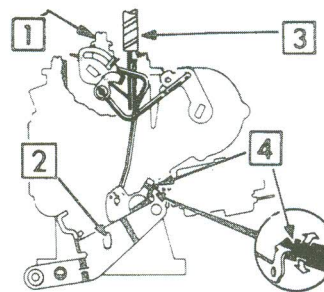
**FIG. O
CHOKE COIL
ADJUSTMENT**

1. COMPLETELY CLOSE CHOKE VALVE.
2. PUSH UP ON ROD TO END OF TRAVEL.
3. BOTTOM OF ROD SHOULD BE EVEN WITH TOP OF HOLE.
4. TO ADJUST, BEND ROD.



**FIG. P
TYPICAL UNLOADER
ADJUSTMENT**

1. INSTALL CHOKE COIL IN HOUSING. MAKE CERTAIN CHOKE VALVE IS SPRING LOADED IN CLOSED POSITION.
2. HOLD THROTTLE VALVE WIDE OPEN.
3. GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE AND INSIDE AIR HORN WALL.
4. BEND TANG TO ADJUST.

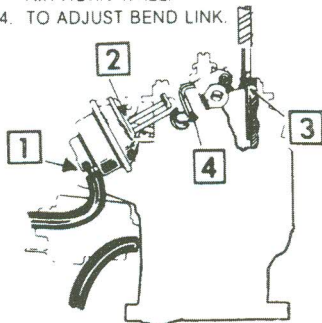


**FIG. L
VACUUM BREAK
ADJUSTMENT**

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

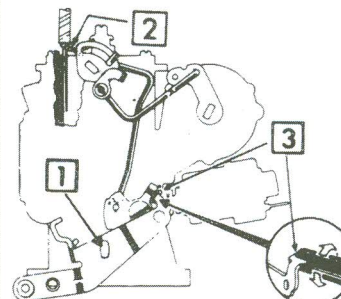
1. FOR MODELS HAVING A DELAY ACTION, COVER PURGE BLEED HOLE AND END PLUG WITH MASKING TAPE. REMOVE TAPE AFTER ADJUSTMENT.
2. PRESS DOWN ON CHOKE VALVE WITH SOME MODELS ALSO COMPRESS PLUNGER BUCKING SPRING AND SEAT PLUNGER STEM.

3. GAUGE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND INSIDE AIR HORN WALL.
4. TO ADJUST BEND LINK.



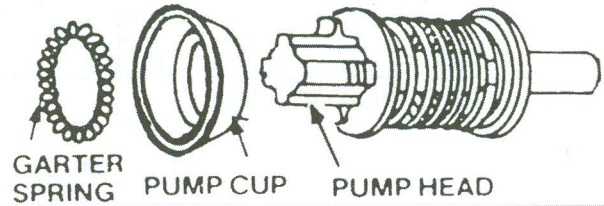
**FIG. Q
TYPICAL UNLOADER
ADJUSTMENT**

1. HOLD THROTTLE VALVE WIDE OPEN.
2. CLOSE DOWN CHOKE VALVE GAUGE BETWEEN UPPER EDGE OF CHOKE VALVE AND INSIDE AIR HORN WALL.
3. BEND TANG TO ADJUST.



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.



SPECIFICATION CHART

Year	MODEL	Float Level ¹	Fig.	Metering Rod Setting	Fig.	Idle Vent	Fig.	Fast Idle R.P.M	Fig.	Choke Rod	Fig.	Vacuum Break Setting	Fig.	Un-loader Setting	Fig.	Choke Coil Setting	Fig.	Idle R.P.M. Slow ²²
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SPECIFICATION I.D.-A

BUICK

1975	250 Eng. -(Exc. Calif.) -A/T	11/32	A	5/64	B	—	—	—	—	5/32	G	13/64 7/32 ¹⁴ 11/32	K M K	9/32	Q	17	N	550/425 ¹²
	-M/T	11/32	A	5/64	B	—	—	—	—	9/32	G	5/16 ¹⁴ 9/32 ¹³	M K	9/32	Q	17	N	850/425 ¹²
1974	250 Eng. -(Exc. Calif.) -A/T -M/T	11/32	A	5/64	B	—	—	—	—	15/64	G	5/16 ¹⁴	M	9/32	Q	17	N	600/425 ¹²
		11/32	A	5/64	B	—	—	—	—	15/64	G	9/32	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	9/32	G	11/32	K	1/2	P	18	O	450/850 ²⁰
1973	250 Eng. -A/T -M/T	1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		1/4	A	5/64	B	—	—	—	—	9/32	G	11/32	K	1/2	P	18	O	450/700 ²⁰

CHECKER

1976	250 Eng. -(Exc. Calif.)	11/32	A	5/64	B	—	—	2200P	E	3/32	H	7/64 ¹³ 17/32 ¹⁴ 5/32 ¹³	L M L	17/64	Q	17	N	—
	-Calif.	11/32	A	5/64	B	—	—	1700P	E	9/64	H	9/32 ¹⁴ 13/64	M K	17/64	Q	17	N	1600-1700P
1975	250 Eng. -(Exc. Calif.)	11/32	A	5/64	B	—	—	—	—	5/32	G	17/32 ¹⁴	M	9/32	Q	17	N	550/425 ¹²
1974	250 Eng. -Calif. -(Exc. Calif.)	11/32	A	5/64	B	—	—	1700N	E	15/64	G	9/32 ¹³ 5/16 ¹⁴	K M	9/32	Q	17	N	600/425 ¹²
		11/32	A	5/64	B	—	—	—	—	15/64	G	9/32	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
1973	250 Eng.	1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰

CHEVROLET

1976	250 Eng. -(Exc. Calif.) -A/T -M/T	11/32	A	5/64	B	—	—	2200P	E	3/32	H	7/64 ¹³ 7/32 ¹⁴	L M	17/64	Q	17	N	—
		11/32	A	5/64	B	—	—	2100N	E	3/32	H	7/64 ¹³ 7/32 ¹⁴	L M	17/64	Q	17	N	19
	-Calif. -A/T -M/T	11/32	A	5/64	B	—	—	1700P	E	9/64	H	5/32 ¹³ 17/64 ¹⁴ 3/16 ¹³	M	17/64	Q	17	N	—
		11/32	A	5/64	B	—	—	—	—	7/64	H	21/64 ¹⁴	M	17/64	Q	17	N	—
1975	250 Eng. -(Exc. Calif.) -A/T -Carb. No. 7045032 -M/T	11/32	A	5/64	B	—	—	—	—	5/32	G	13/64 7/32 ¹⁴	K M	9/32	Q	17	N	550/425 ¹²
		11/32	A	5/64	B	—	—	—	—	13/64	G	1/4	K	9/32	O	17	N	12
		11/32	A	5/64	B	—	—	—	—	9/32	G	11/32	K	9/32	Q	17	N	850/425 ¹²
1974	250 Eng. -A/T -(Exc. Calif.) -Calif. -M/T	11/32	A	5/64	B	—	—	—	—	15/64	G	9/32	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	9/32	G	11/32	K	1/2	P	18	O	450/850 ²⁰
1973	250 Eng. -A/T -M/T	1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		1/4	A	5/64	B	—	—	—	—	9/32	G	11/32	K	1/2	P	18	O	450/700 ²⁰

OLDSMOBILE

1976	250 Eng. -A/T -(Exc. Calif.) -Calif. -M/T	11/32	A	5/64	B	—	—	2200P	E	3/32	H	7/64 ¹³ 7/32 ¹⁴ 5/32 ¹³	L M L	17/64	Q	17	N	— 1600 1700P
		11/32	A	5/64	B	—	—	1700P	E	1/8	H	9/32 ¹⁴ 7/64 ¹³	M L	17/64	Q	17	N	19
		11/32	A	5/64	B	—	—	2100N	E	3/32	H	7/32 ¹⁴	M	17/64	Q	17	N	—
1975	250 Eng. -A/T -(Exc. Calif.) -Calif. -M/T	11/32	A	5/64	B	—	—	1700N	E	5/32	G	13/64 7/32 ¹⁴ 9/32 ¹³	K M K	9/32	Q	17	N	550/425 ¹²
		11/32	A	5/64	B	—	—	1700N	E	15/64	G	5/16 ¹⁴ 23/64	M K	9/32	Q	17	N	600/425 ¹²
		11/32	A	5/64	B	—	—	1800N	E	9/32	G	5/16 ¹⁴	M	9/32	Q	17	N	850/425 ¹²
1974	250 Eng. -A/T -(Exc. Calif.) -Calif. -M/T	11/32	A	5/64	B	—	—	—	—	15/64	G	9/32	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	P	18	O	450/850 ²⁰
1973	250 Eng. -A/T -M/T	1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		1/4	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	P	18	O	450/700 ²⁰

Manifold mounting bolts and carburetor nuts should be retightened after the rebuilt carburetor has been installed and 5,000 to 6,000 miles have elapsed. This will reduce the probability of a manifold vacuum leak.

GF3791-4-P4

SPECIFICATION CHART (Cont'd)

Year	MODEL	Float Level ¹	Metering Rod Setting		Idle Vent		Fast Idle R.P.M		Choke Rod		Vacuum Break Setting		Un-loader Setting		Choke Coil Setting		Idle R.P.M. Slow ²²	
			Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	

(Cont'd) — SPECIFICATION I.D.-A

PONTIAC

1976	250 Eng. -A/T -(Exc. Calif.) -Calif.	11/32	A	5/64	B	—	—	2200P	E	3/32	H	7/64 ¹³ 7/32 ¹⁴ 5/32 ¹³ 9/32 ¹⁴	L M L M	7/64	Q	17	N	—
		11/32	A	5/64	B	—	—	1700P	E	1/8	H	—	—	17/64	Q	17	N	—
1975	-M/T 250 Eng. -A/T -(Exc. Calif.) -Calif.	11/32	A	5/64	B	—	—	2100N	E	3/32	H	7/64 ¹³ 7/32 ¹⁴ 13/64 ¹³ 7/32 ¹⁴ 9/32 ¹³ 5/16 ¹⁴	L M K M K M	17/64	Q	17	N	19
		11/32	A	5/64	B	—	—	1700N	E	5/32	G	—	—	9/32	Q	17	N	550/425 ¹²
1974	-M/T 250 Eng. -A/T -(Exc. Calif.) -Calif. -M/T	11/32	A	5/64	B	—	—	1800N	E	9/32	G	23/64 5/16 ¹⁴	K M	9/32	Q	17	N	850/425 ¹²
		11/32	A	5/64	B	—	—	—	—	15/64	G	9/32	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		11/32	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	P	18	O	450/850 ²⁰
1973	250 Eng. -A/T -M/T	1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600 ²⁰
		1/4	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	P	18	O	450/700 ²⁰

CHEVROLET & G.M.C. TRUCKS

1976	250 Eng. -A/T -L.D. -Calif. -H.D. -M/T -L.D. -(Exc. Calif.) -Calif.	11/32	A	5/64	B	—	—	1700P	E	5/32	H	3/16 ^{13,15} 11/64 ¹³	L M L M	21/64	Q	17	N	1700P
		1/4	A	5/64	B	—	—	2400P	E	1/8	H	—	—	1/2	Q	17	N	—
		11/32	A	5/64	B	—	—	2100N	E	9/64	H	3/16 ^{13,15}	L M L M	21/64	Q	17	N	—
		11/32	A	5/64	B	—	—	2100N	E	3/16	H	7/32 ^{13,15} 3/8 ¹³	L M K	21/64	Q	17	N	2100N
1975	250 Eng. -M/T -L.D. -Calif. -4 Speed -H.D. 292 Eng. -L.D. -(Exc. Calif.) -H.D. -(Exc. Calif.) -Calif.	11/32	A	5/64	B	—	—	1800N	E	9/32	G	33/64 ¹⁴ 5/16 ¹³ 33/64 ¹⁴	K M K M	9/32	Q	17	N	12
		1/4	A	5/64	B	—	—	2400N	E	1/8	H	5/32 ¹³	L	1/2	Q	17	N	—
		1/4	A	5/64	B	—	—	2400N	E	5/64	H	—	—	—	—	17	N	—
		1/4	A	5/64	B	—	—	2400N	E	5/32	H	3/16 ¹³	L	1/2	Q	17	N	—
1975	250 Eng. -A/T -L.D. -M/T -L.D. -H.D. 292 Eng. -A/Choke -M/Choke	11/32	A	5/64	B	—	—	—	—	9/32	G	3/8 ¹³ 33/64 ¹⁴ 5/16 ¹³ 33/64 ¹⁴	K M K M	3/8	Q	17	N	12
		1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	Q	18	O	450/600
		1/4	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	Q	18	O	450/600
1974	250 Eng. -A/T -L.D. -Calif. -M/T -L.D. -(Exc. Calif.) -Calif.	11/32	A	5/64	B	—	—	1800N	E	19/64	G	3/8 ¹³ 33/64 ¹⁴ 23/64 ¹³ 33/64 ¹⁴	K M K M	9/32	Q	17	N	12
		11/32	A	5/64	B	—	—	—	—	9/32	G	33/64 ¹⁴	K	21/64	Q	17	N	12
		11/32	A	5/64	B	—	—	1800N	E	19/64	G	3/8 ¹³ 33/64 ¹⁴	K M	21/64	Q	17	N	12
1974	-4 Speed -Calif. 250 Eng. -A/Choke -L.D. -(Exc. Calif.) -Calif. -H.D. -M/Choke	11/32	A	5/64	B	—	—	1800N	E	9/32	G	3/8 ¹³ 33/64 ¹⁴	K M	9/32	Q	17	N	12
		11/32	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	450/600
		11/32	A	5/64	B	—	—	—	—	19/64	G	3/8	K	1/2	P	18	O	450/950
		1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	Q	18	O	450/600
1973	292 Eng. -A/Choke -L.D. -H.D. -M/Choke 250 Eng. -A/T -L.D. -A/Choke -M/T -L.D. -A/Choke	11/32	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	P	18	O	450/950
		1/4	A	5/64	B	—	—	—	—	9/32	G	23/64	K	1/2	Q	18	O	450/600
		1/4	A	5/64	B	—	—	—	—	5/32	G	—	—	—	—	—	—	21
		1/4	A	5/64	B	—	—	—	—	1/4	G	19/64	K	1/2	P	18	O	21
1972	-M/Choke -H.D. 292 Eng. -A/Choke -(Exc. Calif.) -Calif. -M/Choke -(Exc. Calif.) -Calif.	1/4	A	5/64	B	—	—	—	—	5/32	G	—	—	—	—	—	—	21
		1/4	A	5/64	B	—	—	—	—	23/64	G	7/16	K	19/32	P	18	O	21
		1/4	A	5/64	B	—	—	—	—	3/8	G	7/16	K	19/32	P	18	O	21
		1/4	A	5/64	B	—	—	—	—	3/8	G	7/16	K	19/32	P	17	N	21
		1/4	A	5/64	B	—	—	—	—	5/32	G	—	—	—	—	—	—	—

SPECIFICATION CHART (Cont'd)

Year	MODEL	Float Level ¹	Metering Rod		Idle Vent		Fast Idle R.P.M.		Choke Rod		Vacuum Break Setting		Un-loader Setting		Choke Coil Setting		Idle R.P.M. Slow ²²
			Fig.	Setting	Fig.	Setting	Fig.	R.P.M.	Fig.	Setting	Fig.	Setting	Fig.	Setting	Fig.	Setting	

SPECIFICATION I.D.-B

CHEVROLET

1976	140 Eng. -(Exc. Calif.)	1/8	A	—	—	—	—	—	—	3/64	H	1/16 ¹³ 29/64 ¹⁴	L M	7/32	Q	¹⁸	0	—
	-Calif. -w/o A.C. -A/T	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	-M/T	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	-w/A.C. -A/T	—	—	—	—	—	—	—	—	3/64	H	1/16 ¹³ 29/64 ¹⁴	L M	7/32	Q	—	—	—
	-M/T	—	—	—	—	—	—	—	3/64	H	1/16 ¹³ 29/64 ¹⁴	L M	7/32	Q	—	—	—	—
1975	140 Eng. -(Exc. Calif.) -A/T	1/8	A	—	—	—	—	—	—	5/64	G	29/64 ¹⁴ 3/32 ¹³	M K	7/32	Q	¹⁸	0	750D
	-M/T	1/8	A	—	—	—	—	—	—	5/64	G	29/64 ¹⁴	M	7/32	Q	¹⁸	0	700N ²¹
1974	140 Eng. -A/T	1/8	A	—	—	—	—	—	—	5/64	G	1/8	K	3/8	P	¹⁸	0	550/750 ²⁰
1973	140 Eng. -A/T	1/8	A	—	—	—	—	—	—	5/64	G	1/8	K	3/8	P	¹⁸	0	700/1000 ²⁰
		1/8	A	—	—	—	—	—	—	1/16	G	1/8	K	3/8	P	¹⁸	0	550/750 ²⁰
	-M/T	1/8	A	—	—	—	—	—	—	3/32	G	9/64	K	3/8	P	¹⁸	0	700/1000 ²⁰
1972	140 Eng. -(Exc. Calif.) -A/T	1/8	A	—	—	²⁴	C	7/64	D	1/16	G	1/8	J	11/32	P	¹⁸	0	700/550 ^{8, 9, 10}
		1/8	A	—	—	²⁴	C	7/64	D	1/8	G	13/64	J	11/32	P	¹⁸	0	850 ⁸ /550 ⁹
	-Calif. -A/T	1/8	A	—	—	²⁴	C	7/64	D	1/16	G	1/8	J	11/32	P	¹⁸	0	700 ⁸ /550 ⁹
	-M/T	1/8	A	—	—	²⁴	C	7/64	D	1/8	G	13/64	J	11/32	P	¹⁸	0	1200 ⁸ /550 ⁹
1971	140 Eng. -A/T	1/8	A	—	—	—	—	7/64	D	1/16	G	1/8	J	3/8	P	¹⁸	0	650/550 ²⁰
		1/8	A	—	—	—	—	7/64	D	1/16	G	1/8	J	3/8	P	¹⁸	0	850/700 ²⁰

PONTIAC

1976	140 Eng. -A/T -w/o A.C.	1/8	A	—	—	—	—	2200P	F	3/64	H	1/16 ¹³ 11/32 ¹⁴	L M	7/32	Q	¹⁸	0	—
	-w/A.C.	1/8	A	—	—	—	—	2200P	F	3/64	H	1/16 ¹³ 11/32 ¹⁴	L M	7/32	Q	¹⁸	0	—
	-M/T -w/o A.C.	1/8	A	—	—	—	—	2200N	F	3/64	H	1/16 ¹³ 11/32 ¹⁴	L M	7/32	Q	¹⁸	0	—
	-w/A.C.	1/8	A	—	—	—	—	2200N	F	3/64	H	1/16 ¹³ 11/32 ¹⁴	L M	7/32	Q	¹⁸	0	—
1975	140 Eng. -A/T	1/8	A	—	—	—	—	2200N	F	5/64	G	1/16 ¹³ 11/32 ¹⁴	L M	7/32	Q	¹⁸	0	750D
		1/8	A	—	—	—	—	2200N	F	5/64	G	11/32 ¹⁴ 3/32 ¹³	M K	7/32	Q	¹⁸	0	—
		1/8	A	—	—	—	—	2200N	F	5/64	G	11/32 ¹⁴ 3/32 ¹³	M K	7/32	Q	¹⁸	0	700
		1/8	A	—	—	—	—	2200N	F	5/64	G	11/32 ¹⁴ 3/32 ¹³	M K	7/32	Q	¹⁸	0	21
	-M/T -3 Speed	1/8	A	—	—	—	—	2200N	F	5/64	G	11/32 ¹⁴ 3/32 ¹³	M K	7/32	Q	¹⁸	0	700N
	-4 Speed	1/8	A	—	—	—	—	2000N	F	5/64	G	11/32 ¹⁴	M	7/32	Q	¹⁸	0	—

SPECIFICATION I.D.-C

BUICK

1971	250 Eng. -A/T	1/4	A	5/64	B	—	—	3/32	D	5/32	G	13/64	J	11/32	P	¹⁸	0	550 ²⁰
		1/4	A	5/64	B	—	—	3/32	D	3/16	G	15/64	J	11/32	P	¹⁸	0	500 ²⁰
1970	250 Eng. -A/T	1/4	A	5/64	B	—	—	3/32	D	11/64	G	13/64	J	11/32	P	¹⁸	0	600
		1/4	A	5/64	B	—	—	3/32	D	13/64	G	15/64	J	11/32	P	¹⁸	0	750
1969	250 Eng. -A/T	1/4	A	5/64	B	3/64	C	3/32	D	11/64	G	1/4	J	11/32	P	¹⁸	0	2
1968	250 Eng. -A/T	1/4	A	3/32	B	3/64	C	3/32	D	13/64	G	9/32	J	11/32	P	¹⁸	0	700
		9/32	A	3/32 ⁷	B	3/64	C	5/64	D	5/32	G	1/4	J	11/32	P	¹⁸	0	2
	-M/T	5/16	A	3/32	B	1/64	C	5/64	D	3/16	G	9/32	J	11/32	P	¹⁸	0	2

CHECKER

1972	250 Eng.	1/4	A	5/64	B	²⁴	C	—	—	1/8	G	3/16	K	1/2	P	¹⁸	0	600/450 ⁸
1971	250 Eng.	1/4	A	5/64	B	—	—	3/32	D	5/32	G	13/64	J	11/32	P	¹⁸	0	500 ²⁰
1970	250 Eng.	1/4	A	1/16	B	—	—	3/32	D	11/64	G	13/64	J	11/32	P	¹⁸	0	600
1969	250 Eng. -A.T.	1/4	A	1/16	B	3/64	C	3/32	D	11/64	G	1/4	J	11/32	P	¹⁸	0	2
		1/4	A	3/32	B	3/64	C	3/32	D	13/64	G	9/32	J	11/32	P	¹⁸	0	700
1968	230, 250 Eng. -A.T.	9/32	A	3/32 ¹⁶	B	3/64	C	5/64	D	5/32	G	1/4	J	11/32	P	¹⁸	0	2
		9/32	A	1/18	B	3/64	C	3/32	D	5/32	G	9/32	J	11/32	P	¹⁸	0	3

CHEVROLET

1972	250 Eng. -(Exc. Calif.) -A/T	1/4	A	5/64	B	²⁴	C	—	—	1/8	G	3/16	K	1/2	P	¹⁸	0	600/450 ⁸
		1/4	A	5/64	B	²⁴	C	—	—	5/32	G	3/32	K	1/2	P	¹⁸	0	700/450 ⁸
		1/4	A	5/64	B	²⁴	C	—	—	1/8	G	3/16	K	1/2	P	¹⁸	0	600/450 ⁸
		1/4	A	5/64	B	²⁴	C	—	—	5/32	G	7/32	K	1/2	P	¹⁸	0	700/450 ⁸
1971	230, 250 Eng. -A/T	1/4	A	5/64	B	—	—	3/32	D	5/32	G	13/64	J	23/64	P	¹⁸	0	500 ²⁰
		1/4	A	5/64	B	—	—	3/32	D	3/16	G	15/64	J	23/64	P	¹⁸	0	550 ²⁰
1970	153 Eng.	1/4	A	5/64	B	—	—	3/32	D	13/64	G	17/64	J	23/64	P	¹⁸	0	750 ⁷
		1/4	A	5/64	B	—	—	3/32	D	11/64	G	13/64	J	23/64	P	¹⁸	0	600
		1/4	A	5/64	B	—	—	3/32	D	3/16	G	15/64	J	23/64	P	¹⁸	0	750