

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3800-2

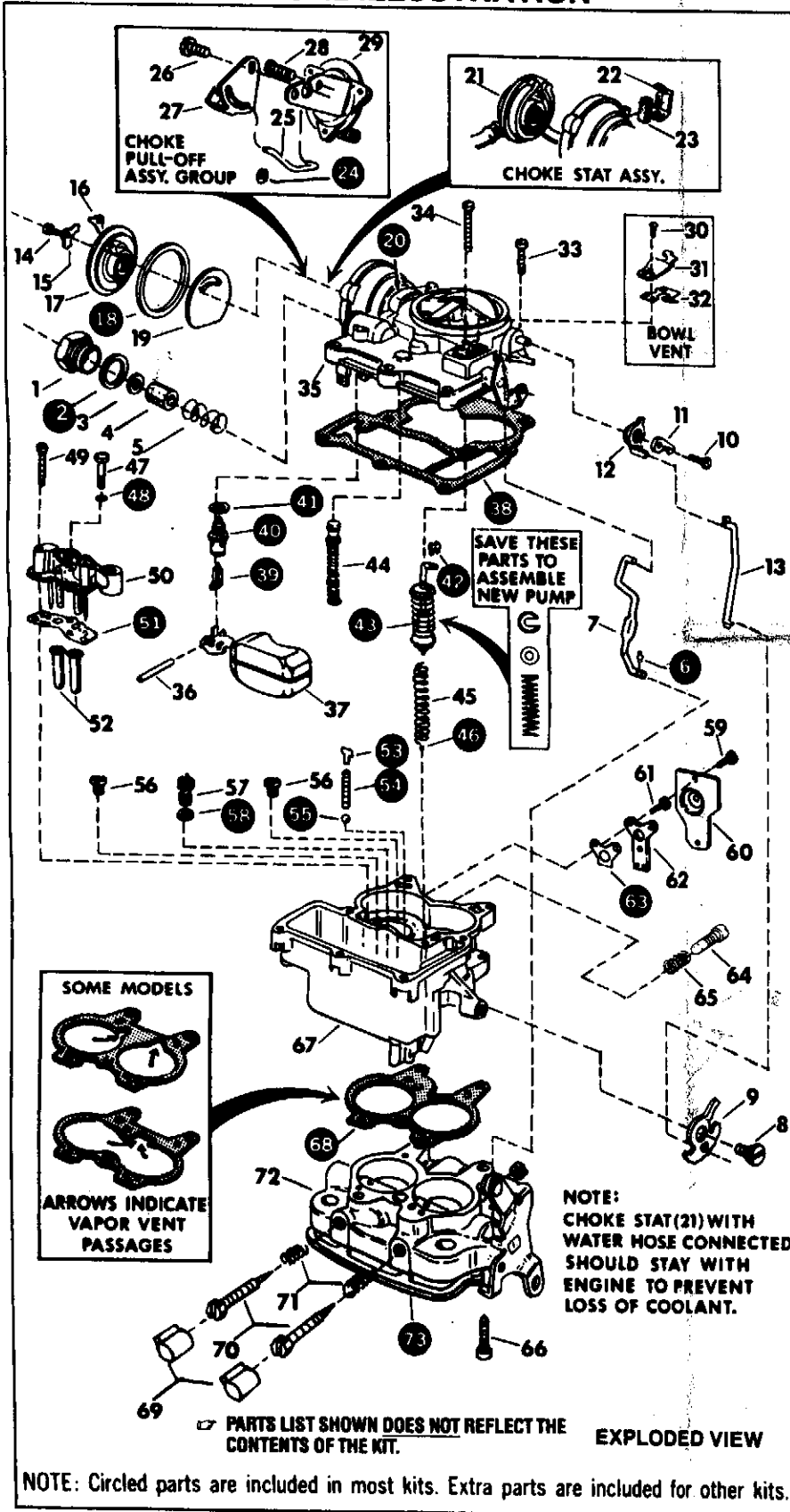
ROCHESTER CARBURETOR

2 BARREL—Models 2G, 2GC, 2GV

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 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 of the parts list 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.

### TYPICAL ILLUSTRATION



### DISASSEMBLY - ASSEMBLY HIGHLIGHTS

**NOTE:** If specification data for your carburetor is not available, measure the float lever setting before removal of float assembly.

1. UPON DISASSEMBLY, MARK LOCATION & NOTE POSITION OF ALL SPRINGS WHICH HAVE BEEN REMOVED.
2. RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES.
3. SOME MODELS: REMOVE LIMITER CAPS (69) BY TURNING IN #8 SHEET METAL SCREW IN CENTER OF CROSS SLOTS FORCING LIMITER CAPS OFF.
4. WHEN REMOVING MIXTURE SCREWS (70), MARK POSITION, TURN IN UNTIL LIGHTLY SEATED, COUNTING NUMBER OF TURNS. TURN OUT TO INDEX MARK, RECORD NUMBER OF TURNS FOR RE-ASSEMBLY AND THEN REMOVE. IF MIXTURE SCREWS WERE REMOVED WITHOUT INDEXING, TURN IN UNTIL LIGHTLY SEATED, TURN OUT TWO TURNS.
5. COVER OPENING ON INTAKE MANIFOLD AFTER CARBURETOR IS REMOVED.
6. TO PREVENT LOSS OF COOLANT, DO NOT DISCONNECT HOSE FROM CHOKE STAT (21).
7. INSTALL CHOKE HOUSING SEAL (20) WITH LIP FACING OUTWARD.
8. LIGHTLY LUBRICATE PISTON ASSEMBLY CUP (43) BEFORE INSTALLING.
9. DO NOT ALLOW VITON NEEDLE (39) TO BE PRESSED INTO SEAT (40).
10. CHECK THROTTLE-LINKAGE FOR FREEDOM OF MOVEMENT BEFORE & AFTER INSTALLATION OF CARBURETOR ON ENGINE.

### CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

**CAUTION:** When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

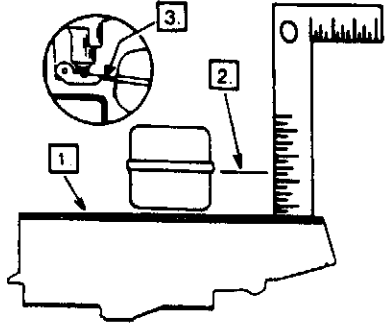
### PARTS LIST

- |                                      |  |
|--------------------------------------|--|
| 1. Adapter, Fuel Inlet               | 38. Gasket, Air Horn   |
| 2. Gasket, Adapter                   | 39. Needle, Fuel Inlet                                       |
| 3. Gasket, Fuel Filter               | 40. Seat, Fuel Inlet   |
| 4. Filter, Fuel Inlet                | 41. Gasket, Seal   |
| 5. Spring, Override, Filter          | 42. Clip, Pump Piston  |
| 6. Clip, Pump Rod Lower              | 44. Piston Assembly, Power Valve                             |
| 7. Rod, Pump Piston                  | 45. Spring, Piston Return                                    |
| 8. Screw, Fast Idle Cam              | 46. Ball Check, Pump Intake (small)                          |
| 9. Cam, Fast Idle                    | 47. Screw, Center, Venturi Assy.                             |
| 10. Screw, Lever, Trip               | 48. Gasket, Center Screw                                     |
| 11. Lever, Trip                      | 49. Screw, Mounting, Venturi Assembly                        |
| 12. Lever, Engaging Choke            | 50. Venturi Assembly   |
| 13. Rod, Connecting, Choke           | 51. Gasket, Venturi  |
| 14. Screw, Retainer, Choke Cover     | 52. Tube, Main Well (2)                                      |
| 15. Retainer, Serrated, Choke Cover  | 53. Retainer, Spring, Pump Discharge                         |
| 16. Retainer, Choke Cover            | 54. Spring, Pump Discharge Ball                              |
| 17. Cover, Choke Stat Assembly       | 55. Ball Check, Pump Discharge (Large)                       |
| 18. Gasket, Choke Cover              | 56. Jet, Main (2)  |
| 19. Deflector, Heat, Choke Cover     | 57. Power Valve  |
| 20. Seal, Choke Housing (not shown)  | 58. Gasket, Power Valve                                      |
| 21. Choke Stat Cover Assembly #      | 59. Screw, Hot Idle Compensator Cover                        |
| 22. Holder, Filter #                 | 60. Cover, Hot Idle Compensator                              |
| 23. Filter, Intake Air #             | 61. Screw, Bi-Metallic Valve                                 |
| 24. "E" Clip, Choke Pull-Off Link #  | 62. Bi-Metallic Valve, Hot Idle Compensator                  |
| 25. Link, Choke Pull-Off #           | 63. Gasket, Bi-Metallic Valve                                |
| 26. Screw, Choke Shaft               | 64. Screw, Idle Air Adjusting (By-Pass Idle System)          |
| 27. Lever, Choke Shaft Slotted #     | 65. Spring, Idle Air Adjusting Screw                         |
| 28. Screw, Choke Pull-Off Mounting # | 66. Screw, Throttle Body to Main Body                        |
| 29. Choke Full-Off Assembly #        | 67. Main Body  |
| 30. Screw, Vent Valve Cover #        | 68. Gasket, Throttle body to Main Body (Match up old Gasket) |
| 31. Cover, Vent Valve #              | 69. Cap, Limiter #   |
| 32. Valve, Vent #                    | 70. Screw, Idle Mixture                                      |
| 33. Screw, Air Horn Mounting (short) | 71. Spring, Idle Mixture Screw                               |
| 34. Screw, Air Horn Mounting (long)  | 72. Throttle Body Assembly                                   |
| 35. Air Horn Assembly                | 73. Gasket, Flange   |
| 36. Rod, Float Hinge                 |  |
| 37. Float Assembly                   |  |

# ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL  
ADJUSTMENT**

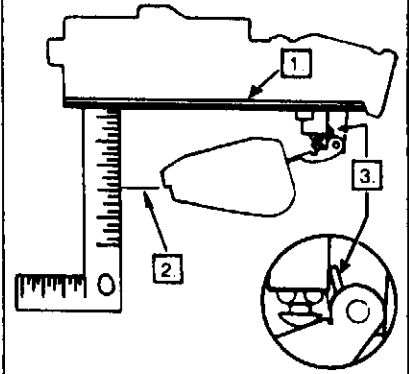
1. INVERT AIR HORN WITH GASKET IN PLACE
  2. MEASURE SPECIFIED DISTANCE OPPOSITE HINGE END FROM OUTWARD BOTTOM EDGE OF SEAM TO AIR HORN GASKET.
  3. BEND HERE TO ADJUST FLOAT LEVEL
- NOTE 1: TO AVOID DAMAGING FLOAT NEEDLE, DO NOT PRESS NEEDLE INTO SEAT.  
NOTE 2: CHECK FLOAT FOR CORRECT ALIGNMENT.



**FIG. D  
FLOAT DROP  
ADJUSTMENT**

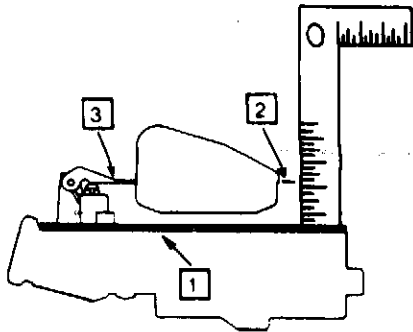
1. POSITION AIR HORN UP RIGHT TO ALLOW FLOAT TO HANG FREE. GASKET MUST BE IN PLACE
2. MEASURE SPECIFIED DISTANCE FROM NOTCH AT FLOAT TO GASKET SURFACE
3. BEND TANG TO ADJUST FLOAT DROP

NOTE: BE SURE NEEDLE DOES NOT WEDGE AT MAXIMUM DROP



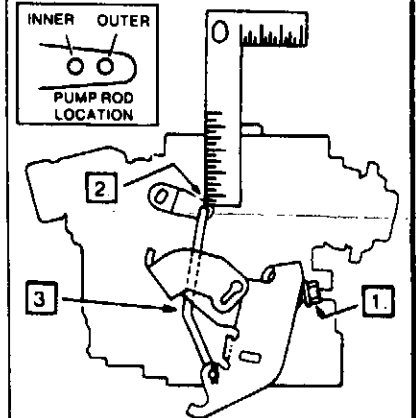
**FIG. B  
FLOAT LEVEL  
ADJUSTMENT**

1. INVERT AIR HORN & POSITION GASKET ON PARTING SURFACE
2. MEASURE AS SPECIFIED FROM AIR HORN GASKET TO NOTCH AT FLOAT AS SHOWN
3. BEND HERE TO ADJUST FLOAT LEVEL



**FIG. E  
PUMP ROD  
ADJUSTMENT**

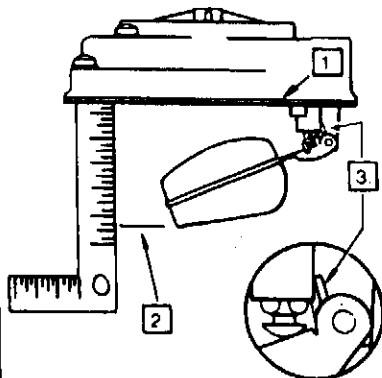
1. BACK OUT IDLE SPEED SCREW SO THAT THROTTLE VALVES ARE FULLY CLOSED
2. MEASURE SPECIFIED DISTANCE FROM TOP OF PUMP ROD TO TOP OF AIR HORN RING
3. TO ADJUST, BEND ROD



**FIG. C  
FLOAT DROP  
ADJUSTMENT**

1. POSITION AIR HORN UP RIGHT TO ALLOW FLOAT TO HANG FREE. GASKET MUST BE IN PLACE
2. MEASURE SPECIFIED DISTANCE FROM BOTTOM OF FLOAT TO GASKET SURFACE
3. TO ADJUST, BEND FLOAT TANG

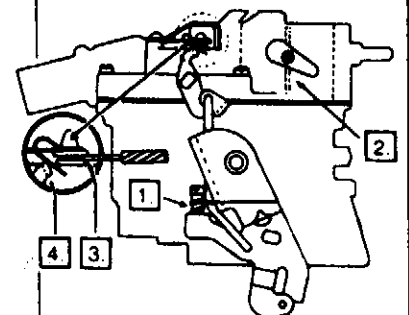
NOTE: BE SURE NEEDLE DOES NOT WEDGE AT MAXIMUM DROP



**FIG. F  
IDLE VENT  
ADJUSTMENT**

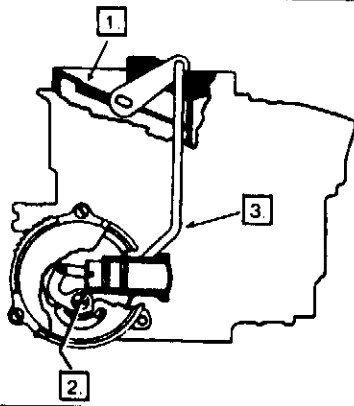
1. ADJUST IDLE TO SPECIFIED RPM. NOTE: IDLE STOP SOLENOID MUST BE ACTIVATED (WHERE USED)
2. POSITION CHOKE VALVE WIDE OPEN WITH FAST IDLE SCREW OFF STEPS OF FAST IDLE CAM
3. GAUGE AS SPECIFIED BETWEEN VALVE & SEAT AT WIDEST POINT
4. TO ADJUST, BEND TANG

MODELS PRIOR TO 1988 - OPEN THROTTLE UNTIL VENT VALVE JUST CLOSES. PLACE GAUGE ON TOP OF AIR HORN RING. DIMENSION TO TOP OF PUMP ROD SHOULD BE AS SPECIFIED. ADJUST BY BENDING TANG ON PUMP LEVER.



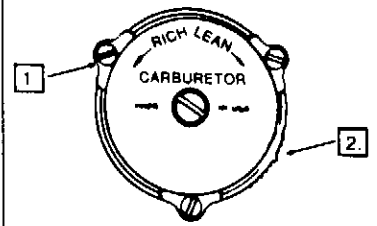
**FIG. G  
INTERMEDIATE  
CHOKE ROD  
ADJUSTMENT**

1. WITH THERMOSTAT COVER & HEAT SHIELD REMOVED, HOLD CHOKE VALVE IN CLOSED POSITION
2. MEASURE AS SPECIFIED PISTON LOCATION WITH REFERENCE TO END OF BORE
3. TO ADJUST, BEND ROD



**FIG. J  
AUTO CHOKE  
ADJUSTMENT**

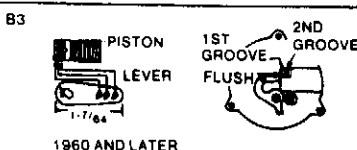
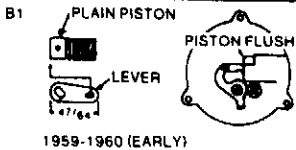
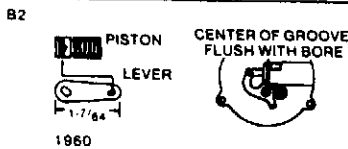
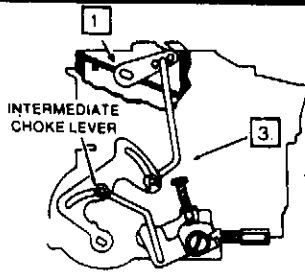
1. LOOSEN 3 HOLD-DOWN SCREWS
2. ALIGN INDEX MARK ON CHOKE COVER WITH SPECIFIED NOTCH ON HOUSING



**FIG. H  
INTERMEDIATE  
CHOKE ROD  
ADJUSTMENT**

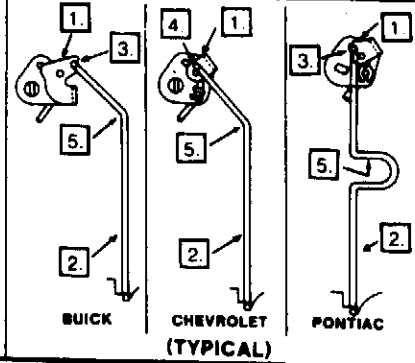
NOTE: REMOVE THERMOSTATIC COVER, HEAT SHIELD, THEN OPEN THROTTLE VALVES

1. ROTATE INTERMEDIATE CHOKE LEVER TO CLOSE CHOKE VALVE
2. CHECK AS SPECIFIED PISTON LOCATION B1, B2, B3 WITH REFERENCE TO BORE
3. TO ADJUST, BEND ROD



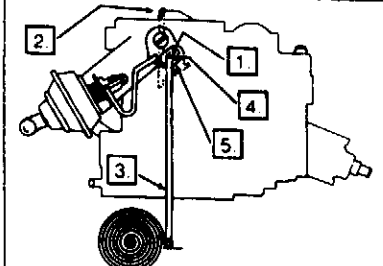
**FIG. K  
CHOKE COIL  
ROD ADJUSTMENTS**

1. FROM CHOKE LEVER, REMOVE UPPER END OF ROD & HOLD CHOKE VALVE FULLY CLOSED
2. LIFT UPWARD ON ROD AGAINST STOP.
3. END OF ROD SHOULD FIT GAUGE NOTCH.
4. BOTTOM OF ROD EVEN WITH TOP OF HOLE.
5. TO ADJUST, BEND ROD.



**FIG. L  
CHOKE COIL  
ROD ADJUSTMENT**

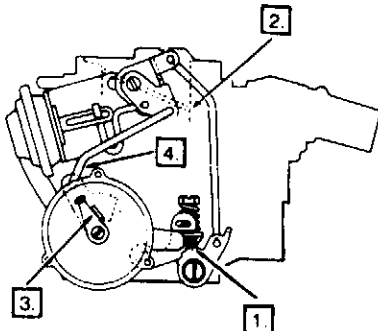
1. FROM CHOKE LEVER REMOVE UPPER END OF CHOKE ROD.
2. ROTATE CHOKE VALVE TO WIDE OPEN POSITION.
3. PUSH DOWN ON ROD TO END OF TRAVEL.
4. ROD MUST LOCATE IN BOTTOM OF SLOT IN LEVER.
5. TO ADJUST, PLACE SCREW DRIVER IN SLOT AND BEND LEVER AS NEEDED



NOTE: 71 MODELS - TOP OF ROD MUST FIT NOTCH IN LEVER

**FIG. I  
INTERMEDIATE  
CHOKE ROD  
ADJUSTMENT**

1. PLACE FAST IDLE SCREW ON HIGHEST STEP OF CAM. NEXT, REMOVE THERMOSTAT COVER & HEAT SHIELD.
2. CLOSE CHOKE VALVE BY ROTATING CHOKE COIL LEVER COUNTER CLOCKWISE WITHIN CHOKE HOUSING
3. SIDE OF COIL LEVER MUST BE AGAINST EDGE OF LUG ON CASTING WITHIN CHOKE HOUSING
4. TO ADJUST, BEND ROD



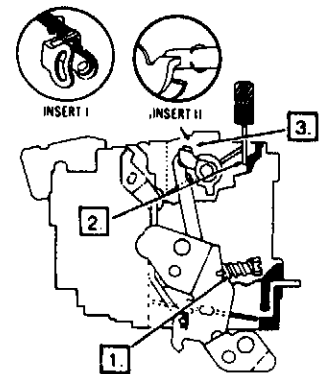
**FIG. M  
CHOKE ROD (FAST IDLE CAM)  
ADJUSTMENT**

IMPORTANT: BEFORE MAKING ADJUSTMENTS 1-2-3 READ NOTE AND PARAGRAPHS "PROCEDURE 1" AND "PROCEDURE 2" BELOW.

1. PLACE LOW IDLE SPEED SCREW ON 2ND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP.
2. MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
3. TO ADJUST, BEND TANG AS NECESSARY (SEE INSERT I OR II).

NOTE: IT IS REQUIRED THAT BOTH SLOW IDLE AND FAST IDLE SCREWS BE POSITIONED AS FOLLOWS BEFORE INITIATING A CHOKE ROD ADJUSTMENT.

PROCEDURE 1 - MODELS USING SINGLE IDLE STOP SCREW ONLY - ROTATE STOP SCREW CLOCKWISE UNTIL IT JUST TOUCHES BOTTOM STEP OF FAST IDLE CAM THEN TURN SCREW IN ONE FULL TURN. MODELS USING BOTH A SLOW IDLE AND A FAST IDLE SCREW - TURN SLOW IDLE SCREW IN UNTIL IT JUST CONTACTS STOP.



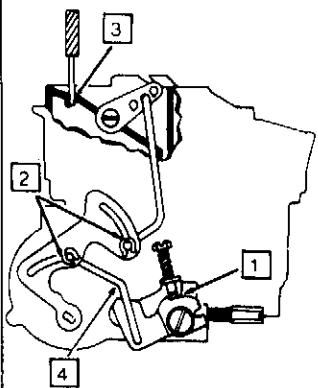
THEN TURN THIS SCREW IN ONE FULL TURN FROM THIS POINT. NEXT, TURN THE FAST IDLE SCREW IN UNTIL IT TOUCHES BOTTOM STEP OF FAST IDLE CAM.

PROCEDURE 2 - ALL MODELS - POSITION FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP. WHILE HOLDING SCREW IN THIS POSITION, CHECK CLEARANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN. ADJUST TO SPECIFIED DIMENSION BY BENDING TANG ON CHOKE LEVER AND COLLAR ASSEMBLY.

**FIG. N  
CHOKE ROD ADJUSTMENT  
(SPLIT CHOKE)**

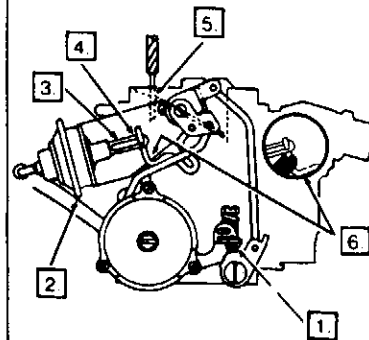
NOTE: ADJUST SLOW & FAST IDLE SCREWS AS PER PROCEDURE 1, FIG. M

1. LOCATE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST HIGH STEP
2. ROTATE LEVER COUNTERCLOCKWISE SO RODS ARE IN END OF SLOTS
3. MEASURE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
4. TO ADJUST, BEND ROD



**FIG. Q  
VACUUM BREAK  
ADJUSTMENT**

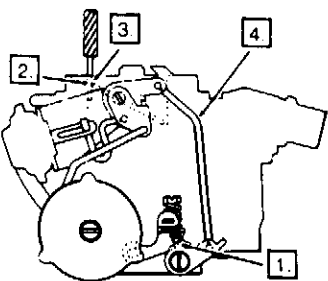
1. PLACE FAST IDLE SCREW ON HIGHEST STEP OF CAM
2. PUSH INWARD ON PLUNGER SEATING DIAPHRAGM OR USE AN OUTSIDE VACUUM SOURCE
3. PULL OUT ON PLUNGER UNTIL SEATED (SPRING COMPRESSED)
4. ROD MUST LOCATE IN END OF SLOT AS SHOWN
5. GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
6. TO ADJUST, BEND LINK



**FIG. O  
CHOKE ROD  
ADJUSTMENT**

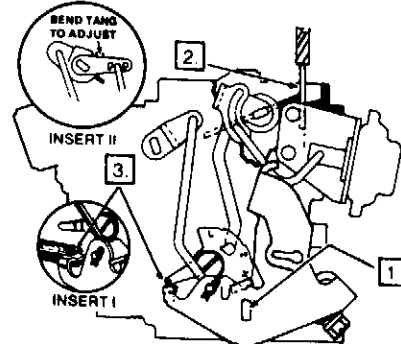
NOTE: SEE PROCEDURE 1, FIG. P & ADJUST SLOW & FAST IDLE SCREWS AS INDICATED

1. PLACE FAST IDLE SCREW ON 2ND STEP OF FAST IDLE CAM AGAINST HIGH STEP
2. POSITION CHOKE VALVE CLOSED
3. MEASURE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
4. TO ADJUST, BEND ROD



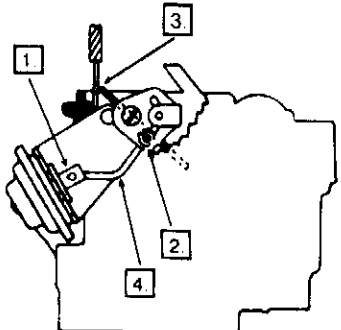
**FIG. R  
CHOKE UNLOADER  
ADJUSTMENT**

1. MAINTAIN THROTTLE VALVES IN WIDE OPEN POSITION
2. GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
3. TO ADJUST, BEND TANG (See Insert I). NOTE: ON SPLIT LINKAGE MODEL 2GC, BEND TANG ON DECHOKE LEVER ON CARBURETOR (See Insert II).



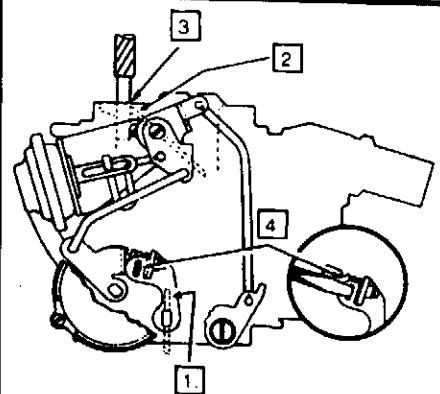
**FIG. P  
VACUUM BREAK  
ADJUSTMENT**

1. USING OUTSIDE VACUUM SOURCE SEAT DIAPHRAGM PLUNGER
2. POSITION CHOKE VALVE CLOSED WITH ROD IN BOTTOM OF SLOT
3. MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
4. TO ADJUST, BEND ROD



**FIG. S  
UNLOADER  
ADJUSTMENT**

1. POSITION THROTTLE VALVES WIDE OPEN
2. MOVE CHOKE VALVE TOWARD CLOSED POSITION
3. GAUGE AS SPECIFIED BETWEEN AIR HORN WALL AND UPPER EDGE OF CHOKE VALVE
4. TO ADJUST, BEND TANG



# SPECIFICATIONS BY APPLICATION

Year	MODEL	Fleet Level	Fig.	Fleet Drop	Fig.	Pump Rod	Fig.	Idle Vent	Fig.	Intermed. Choke Rod	Fig.	Vac. Break		Choke Rod	Fig.	Un-Leader	Fig.	Auto Choke	Fig.	Mile Speed	
												Prim.	Aux.							Normal*	Feet
<b>OLDSMOBILE — SPECIFICATION I.D.-A</b>																					
1968	350 Eng. 400/455 Engs. — M.I. — Carb. #7028158, 9	9/16	B	1-3/8	D	1-7/16	E	1-3/2	F	1st groove	H			5/32	N	5/32	R	Index	J	2	900-N L/S
		9/16	B	1-3/8	D	1-7/16	E	1-3/2	F	Flush	H			5/32	N	5/32	R	Index	J	2	900 L/S
1967	330 Eng. 425 Eng. — (Exc. Calif.) — A.I. — w/o A.C.	19/32	B	1-3/8	D	1-7/16	E	1-5/16	F	1st groove	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 600-N}	900 L/S
		19/32	B	1-3/8	D	1-7/16	E	1-5/16	F	Flush	H			5/32	N	5/32	R	Index	J	500-D	700-N L/S
1966	330 Eng. 400 Eng. — (Exc. Ctr. Carb.) — Ctr. Carb. 425 Eng. — w/o A.C. — A.I. — M.I.	19/32	B	1-3/8	D	1-7/16	E	1-5/16	F	Flush	H			5/32	N	5/32	R	Index	J	600-N	900-N L/S
		1/2	B	1-3/8	D	1-7/16	E	1-5/16	F	Flush	H			5/32	N	5/32	R	Index	J	500-D	700-N L/S
1966	330 Eng. 400 Eng. — (Exc. Ctr. Carb.) — Ctr. Carb. 425 Eng. — w/o A.C. — A.I. — M.I.	3/4	A	1-7/8	C	1-7/16	E	1-11/32 <sup>s</sup>	F	Flush	H			5/32	N	5/32	R	Index	J	500-D	900-N L/S
		5/8	A	1-3/4	C	27/32	E	1-9/32	F	—	H		17/64	3/32	N	5/32	M	Index	K	600-N	700
1965	330 Eng. — (Exc. Jetstar) — Jetstar 425 Eng. — Late — A.I. — M.I. — w/o A.C. — A.C.	3/4	A	1-7/8	C	1-7/16	E	1-11/32 <sup>s</sup>	F	Flush	H			5/32	N	5/32	R	Index	J	—	900-N L/S
		19/32	A	1-7/8	C	1-7/16	E	1-11/32 <sup>s</sup>	F	Flush	H			5/32	N	5/32	R	Index	J	—	900-N L/S
1964	394 Eng. — w/o A.C.	3/4	A	1-7/8	C	1-7/16	E	1-11/32	F	1/32 out	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 550-N}	900-N L/S
		19/32	A	1-7/8	C	1-7/16	E	1-11/32	F	Flush	H			5/32	N	5/32	R	Index	J	500-D	900-N L/S
1963	394 Eng.	7/16	A	1-13/16	C	1-7/16	E	1-11/32	F	1st groove	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 525-N}	1100-N L/S
		13/32	A	1-13/16	C	1-7/16	E	1-11/32	F	1st groove	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 525-N}	1100-N L/S
1962	394 Eng.	7	A	1-13/16	C	1-7/16	E	1-11/32	F	1st groove	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 525-N}	1900-N H/S
			A	1-13/16	C	1-7/16	E	1-11/32	F	1st groove	H			5/32	N	5/32	R	Index	J	{A/T 500-D {M/T 525-N}	1900-N H/S
<b>PONTIAC</b>																					
1969-68	350/400 Engs. 350 Eng. — A.I. — M.I.	9/16	B	1-3/4	D	1-11/32	E	—	—	—	—	5/32	P	3/32	M	3/16	R	Index	K	2	—
		9/16	B	1-3/4	D	1-11/32	E	—	—	—	—	—	5/32	P	3/32	M	3/16	R	Index	K	2
1967	326 Eng. — w/o A.I.R.	9/16	B	1-3/4	D	1-11/32	E	—	—	—	—	5/32	P	3/32	M	3/16	R	Index	K	2	—
		9/16	B	1-3/4	D	1-11/32	E	—	—	—	—	11/64	P	3/32	M	3/16	R	Index	K	2	—
1966	389 Eng. — (Exc. 3X2 Bbl.) — 3X2 Bbl. — Ctr. Carb. — Frt. & Rt. 421 Eng. — A.I. — M.I. — Ctr. — Frt. & Rt. Carbs.	9/16	B	1-9/16	D	1-11/32	E	1-9/32	F	Flush	G			3/32	M	5/32	R	Index	J	{A/T 500-D {M/T 600-N}	—
		9/16	B	1-9/16	D	1-11/32	E	—	—	—	—	—	—	3/32	M	5/32	R	Index	J	{A/T 500-D {M/T 600-N}	—
1966	389 Eng. — (Exc. 3X2 Bbl.) — 3X2 Bbl. — Ctr. Carb. — Frt. & Rt. 421 Eng. — A.I. — M.I. — Ctr. — Frt. & Rt. Carbs.	19/32	A	1-3/4	C	1-11/32	E	1-9/32	F	Flush	G			3/32	M	5/32	R	Index	J	{A/T 500-D {M/T 600-N}	—
		19/32	A	1-3/4	C	1-11/32	E	1-9/32	F	Flush	G			3/32	M	5/32	R	Index	J	{A/T 500-D {M/T 600-N}	—



## SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level		Float Drop		Pump Rod		Idle Vent		Intermed. Choke Rod		Break		Choke Rod		Un-Loader		Arts. Choke		Idle Speed	
		Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Normal <sup>a</sup>

### MARINE (CRUSADER) — SPECIFICATION I.D.-E

	225 V6 Eng. — Carb. # 7025181 283 Eng. w/Choke Coil	11/16	A	1-29/32	C	1-1/8	E							1/32	M	5/64	R	Index	J	550-N	
		11/16	A	1-29/32	C	1-1/8	E	Flush	G					1/32	M	5/64	R	I.N.L.	J	550-N	
		11/16	A	1-29/32	C	1-1/8	E	Flush	G					1/32	M	5/64	R	I.N.L.	J	550-N	

### MARINE (GRUMMAN ALLIED)

	300 Eng.	19/32	A	1-29/32	C	1-5/32	E									1/8	R	Index	J	550-N	
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### MARINE (OMC)

	153, 225, 330 Eng. — Carb. # 7025187, 6180 — Carb. # 7044186	19/32	A	1-29/32	C	1-5/32	E									7/64	R	Index	J	550-N	
		19/32	A	1-3/4	C	1-9/32	E	26.5°								7/64	R	Index	J	550-N	

### MARINE (REVLEY CORP.)

	225 V6 Eng.	11/16	A	1-29/32	C	1-1/8	E									3/16	R	Index	J	500-N	
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### MARINE (UNIVERSAL MOTORS)

	198, 225 V6 Eng. — Carb. # 7023081 — Carb. # 7025181	11/16	A	1-29/32	C	1-1/8	E									3/16	R	Index	J	600-N	
		11/16	A	1-29/32	C	1-1/8	E									3/16	R	Index	J	500-N	

### MARINE (CRUSADER) — SPECIFICATION I.D.-F

	230, 292 Eng.	5/8	A	1-31/32	C	1-5/8	E														550-N
	283 Eng. — w/o Choke Coil	5/8	A	1-29/32	C	1-5/8	E														550-N
	327 Eng.	5/8	A	1-31/32	C	1-11/32	E	Flush	G					1/32	L	3/8	R	Index	J	550-N	800-N L/S

### MARINE (GRAY)

	All Lo Silhouette	5/8	A	1-31/32	C	1-15/32	E														
	287 Eng.	5/8	A	1-31/32	C	1-11/32	E														
	327 Eng.	5/8	A	1-31/32	C	1-11/32	E														

### MARINE (PALMER)

	304 Eng.	5/8	A	1-31/32	C	1-5/8	E														550-N	800-N L/S
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### OLDSMOBILE — SPECIFICATION I.D.-G

1973	350 Eng. — A.T.	15/32	B	1-9/32	D	1-11/32	E							5/32	O	1/4	S	Index	J	750-700-D <sup>1</sup>	900-N L/S
1972	350 Eng. — M.T.	17/32	B	1-3/8	D	1-11/32	E							5/32	O	11/64	S	I.N.L.	J	?	1000-P
1971	350/455 Eng. — A.T.	17/32	B	1-3/8	D	1-11/32	E							5/32	O	11/64	S	I.N.L.	J	?	1000-N
	— M.T.	17/32	B	1-3/8	D	1-11/32	E							5/32	O	11/64	S	Index	J	550	
1970	350/455 Eng. — A.T.	17/32	B	1-3/8	D	1-11/32	E							5/32	O	11/64	S	I.N.L.	J	?	900-N L/S
	— M.T.	9/16	B	1-3/8	D	1-11/32	E							5/32	O	11/64	S	I.N.L.	J	?	900-N L/S

# SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level		Float Drip		Pump Rod		Idle Vent		Intermed. Choke Rod		Break		Choke Rod		Un-Leader		Auto. Choke		Idle Speed	
		Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Fig.	Normal	Fast	
<b>MARINE (CRUSADER) (THERMO-ELECTRON) — SPECIFICATION I.D.-H</b>																					
	V8-305 Eng. — Carb. # 17057134	9/16	B	1-9/32	D	1-19/32	E									19/64	R	"	L		
<b>MARINE (MERCURY MARINE)</b>																					
	V8-305 Eng. — Carb. # 17059057	1/2	B	1-9/32	D	1-19/32	E									19/64	R	"	L		
<b>MARINE (OMC)</b>																					
	L4 140 Eng. — Carb. # 17086107	17/32	B	1-9/32	D	1-19/32	E									19/64	R				
	V6 225 Eng. — Carb. # 17083110	17/32	B	1-9/32	D	1-19/32	E									19/64	R				
	229 Eng. — Carb. # 17080050	17/32	B	1-9/32	D	1-19/32	E									19/64	R				
	262 Eng. — Carb. # 17085008		A	1-9/32	C	1-19/32	E									19/64	R				
	V8 305 Eng. — Carb. # 1705051, 060	9/16	B	1-9/32	D	1-19/32	E									19/64	R				
	— Carb. # 17057130	9/16	B	1-9/32	D	1-19/32	E									19/64	R				
	— Carb. # 17057131, 138	1/2	B	1-9/32	D	1-19/32	E									19/64	R				
	— Carb. # 17059058																				

### ABBREVIATIONS

A/T	Automatic Transmission
C.C.C.	Climatic Combustion Control
C.C.S.	Combustion Control System
D	Transmission in Drive
Frt.	Front
H/S	High Step
In	Inner
Inf	Interference
Intermed.	Intermediate
L/S	Low Step
M/T	Manual Transmission
N	Transmission in Neutral
N.L.	Notch(es) Lean
N.R.	Notch(es) Rich
Out	Outer
P	Primary
S	Secondary
Vac. Gov.	Vacuum Governor
Vel. Gov.	Velocity Governor

### FOOTNOTES

1. Rod in Gauge notch.
2. Refer to decal in engine compartment for correct procedures and specifications.
3. Higher speed solenoid energized. Lower speed solenoid de-energized.
4. Increase 50-75 R.P.M. on A/C units with A/C on, and increase 50 R.P.M. on cars equipped with A.I.R.
5. Top of Rod, even w/center of hole.
6. Bottom of Rod, even w/top of hole.
7. Identification Tag ending with letter "A" on Carb. 1/2", others 13/32".
8. Measurement given in degrees.
9. See Figs. P or Q as applicable except substitute measurement using an Angle Protractor.
10. See Figs. R or S as applicable.
11. Rod in bottom of slot.