

FUEL SYSTEM

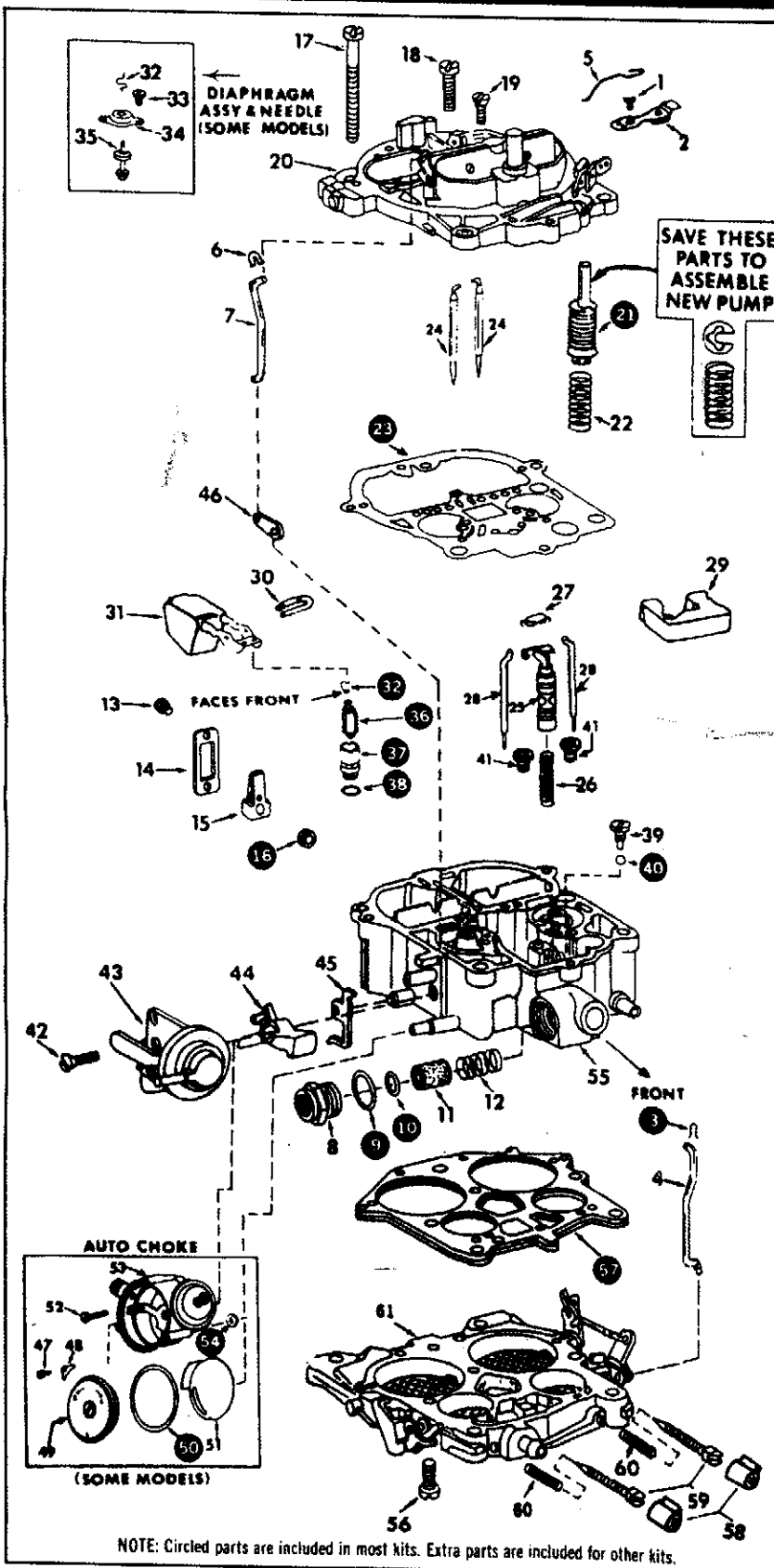
SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3687-10

ROCHESTER CARBURETOR

4 BARREL—MODELS 4MC, 4MV



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.

DISASSEMBLY & ASSEMBLY NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. When removing air horn assy. (20), lift straight up in order not to bend air bleed tubes which are permanently attached to air horn.
3. Before removing idle mixture screw (59), turn clockwise until lightly seated counting number of turns. Record data for proper reassembly.
4. Reassemble in reverse order of disassembly.
5. Exercise caution when installing air horn assy. Carefully position secondary metering rods and vent tubes through air horn gasket.

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.

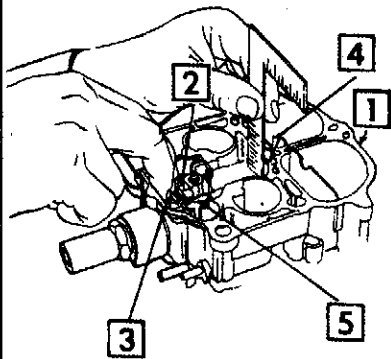
PARTS LIST

- | | |
|---------------------------------------|--|
| 1. Screw, vent valve | 34. Retainer, needle diaphragm |
| 2. Valve vent assy. | 35. Needle and diaphragm assembly |
| 3. Clip, accel. pump rod | 36. Needle, fuel inlet |
| 4. Rod, accel. pump | 37. Seat, fuel inlet |
| 5. Lift wire, vent valve | 38. Gasket, fuel inlet seat |
| 6. Lock ring, choke rod | 39. Cover screw, pump discharge ball |
| 7. Rod choke | 40. Check ball, pump discharge |
| 8. Fitting, fuel inlet | 41. Jets, main, primary (3) |
| 9. Gasket, fuel fitting | 42. Screw, mounting, vacuum break (choke pull-off) |
| 10. Seal, fuel filter | 43. Vacuum break assy. (choke pull-off) |
| 11. Filter, fuel | 44. Cam, plastic, fast idle |
| 12. Spring, pressure relief | 45. Lockout lever, secondary |
| 13. Screw, cover (2) | 46. Arm, intermediate choke |
| 14. Cover hot idle compensator | 51. Baffle plate, choke |
| 15. Hot idle compensator | 52. Screw, mounting, choke housing |
| 16. Gasket, hot idle compensator | 53. Housing choke |
| 17. Screw, air horn (4) | 54. Seal, choke housing |
| 18. Screw, air horn (3) | 55. Main body |
| 19. Screw, air horn (2) | 56. Screw, throttle body to main body (3) |
| 20. Air horn | 57. Gasket, throttle body to main body |
| 21. Pump plunger assy. | 58. Limiter caps (2) (some models) |
| 22. Return spring, pump | 59. Screw, idle mixture (2) |
| 23. Gasket, air horn | 60. Springs, idle mixture (2) |
| 24. Metering rods, sec. (2) | 61. Throttle body |
| 25. Power piston assy. | |
| 26. Spring, power piston | |
| 27. Spring metering rods | |
| 28. Metering rods, pri. (2) | |
| 29. Baffle, anti-fuel slosh | |
| 30. Rod, float | |
| 31. Float assy. | |
| 32. Lift hook, float needle | |
| 33. Screw, retainer, needle diaphragm | |

ADJUSTMENT DATA

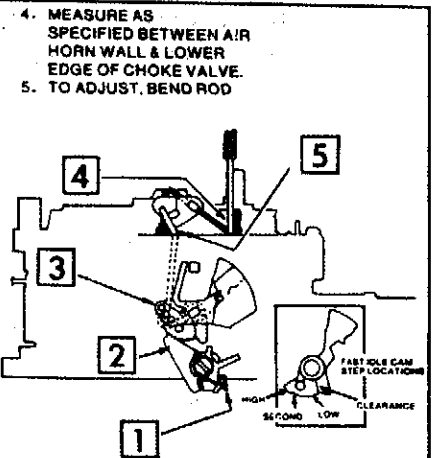
**FIG. A
FLOAT LEVEL
ADJUSTMENT**

1. REMOVE GASKET
 2. HOLD FLOAT ROD FIRMLY IN PLACE
 3. PUSH FLOAT DOWN LIGHTLY AGAINST NEEDLE
 4. GAUGE FROM TOP OF CASTING TO TOP OF FLOAT AT 3/16" FROM EDGE OF TOE END AS SPECIFIED
 5. TO ADJUST, REMOVE FLOAT & BEND FLOAT ARM AS NEEDED
- NOTE: AFTER ADJUSTMENT, CHECK FLOAT ALIGNMENT



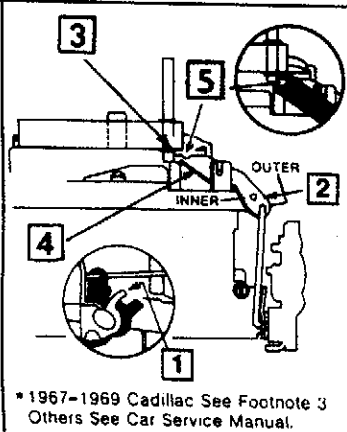
**FIG. E
CHOKE ROD (FAST IDLE
CAM ADJUSTMENT)**

- NOTE: FAST IDLE ADJUSTMENT (BENCH) SHOULD BE MADE PRIOR TO THE CHOKE ROD ADJUSTMENT
1. PERFORM FAST IDLE ADJUSTMENT BY PRESETTING FAST IDLE SCREW (SEE CAR MANUAL)
 2. POSITION CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM
 3. PUSH DOWN ON VACUUM BREAK LEVER (MODEL 4MV) OR THERMOSTATIC COIL TANG (MODEL 4MC) TO CLOSE CHOKE VALVE



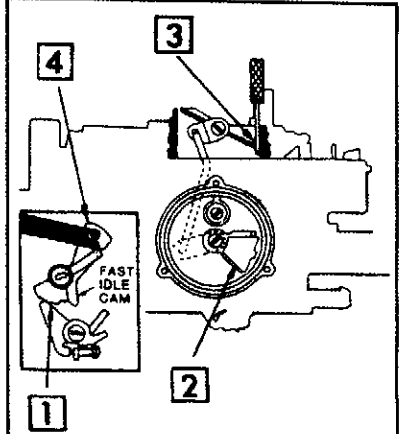
**FIG. B
ROD LOCATION &
PUMP ADJUSTMENT**

1. CLOSE THROTTLE VALVES BY RELEASING FAST IDLE CAM
SOME MODELS: ALSO BEND SECONDARY THROTTLE TANG AWAY TO PERMIT PRIMARY THROTTLE VALVES TO CLOSE, THEN READJUST
2. ROD IN SPECIFIED HOLE OF PUMP LEVER
3. GAUGE FROM TOP OF PUMP SHAFT TO TOP OF CHOKE VALVE WALL NEXT TO VENT STACK AS SPECIFIED*
4. WEDGE SCREWDRIVER UNDER LEVER WHILE BENDING LEVER END
5. TO ADJUST, BEND PUMP LEVER



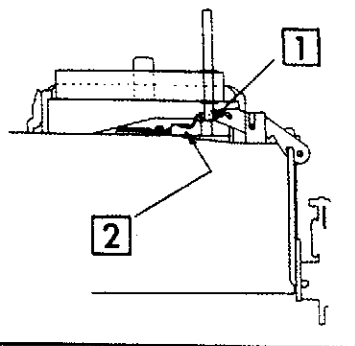
**FIG. F
CHOKE ROD
(FAST IDLE CAM)
ADJUSTMENT**

- NOTE: FIRST INITIATE FAST IDLE ADJUSTMENT (SEE CAR MANUAL)
1. POSITION CAM FOLLOWER ON SECOND STEP OF CAM NEXT TO HIGH STEP
 2. PUSH UPWARD ON CHOKE COIL LEVER TO CLOSE CHOKE VALVE
 3. MEASURE BETWEEN INSIDE OF AIR HORN WALL & LOWER EDGE OF CHOKE VALVE
 4. TO ADJUST, BEND TANG ON FAST IDLE CAM



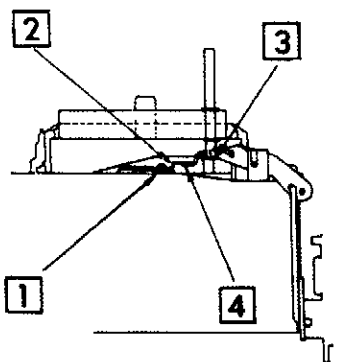
**FIG. C
IDLE VENT
ADJUSTMENT**

- NOTE: PRIMARY THROTTLE MUST BE OPEN TO WHERE IDLE VENT JUST CLOSES
1. GAUGE FROM TOP OF PUMP SHAFT TO TOP OF CHOKE VALVE WALL NEXT TO VENT STACK AS SPECIFIED
 2. TO ADJUST, BEND WIRE TANG



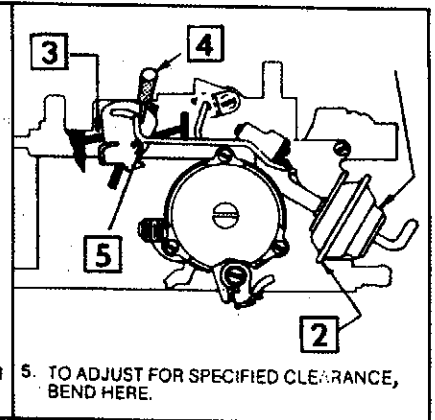
**FIG. D
IDLE VENT ADJUSTMENT
(THERMOSTATIC TYPE)**

1. KEEP VENT VALVE CLOSED
NOTE: PRIMARY THROTTLE MUST BE OPEN TO WHERE IDLE VENT VALVE ARM JUST CONTACTS BI-METALLIC STRIP AT VALVE
2. BI-METALLIC STRIP MUST CONTACT VENT VALVE ARM AT THIS POINT
3. MEASURE NEXT TO VENT STACK FROM TOP OF CHOKE VALVE WALL TO TOP OF PUMP SHAFT AS SPECIFIED
4. TO ADJUST, BEND WIRE TANG



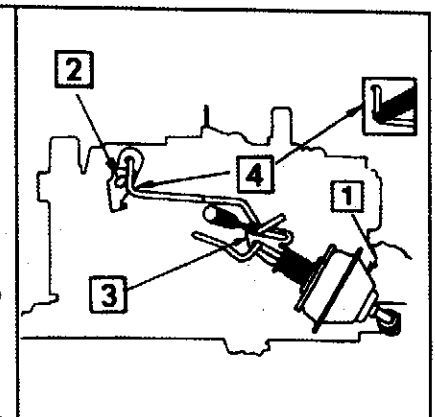
**FIG. G
AIR VALVE ROD
ADJUSTMENT**

1. IF PURGE BLEED HOLE IS USED, PLUG END COVER WITH TAPE, REMOVE TAPE AFTER ADJUSTMENT
2. USING AN OUTSIDE VACUUM SOURCE, SEAT CHOKE VACUUM DIAPHRAGM
3. COMPLETELY CLOSE AIR VALVE
4. INSERT GAUGE BETWEEN ROD AND END OF SLOT
5. TO ADJUST FOR SPECIFIED CLEARANCE, BEND HERE.



**FIG. H
AIR VALVE ROD
ADJUSTMENT**

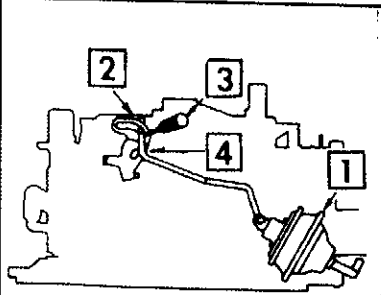
1. USING AN OUTSIDE VACUUM SOURCE, SEAT CHOKE VACUUM DIAPHRAGM
2. COMPLETELY CLOSE AIR VALVE
3. INSERT GAUGE AS SPECIFIED BETWEEN ROD AND END OF SLOT IN LEVER
4. TO ADJUST, BEND HERE



ADJUSTMENT DATA (Cont'd)

FIG.I
AIR VALVE ROD
ADJUSTMENT

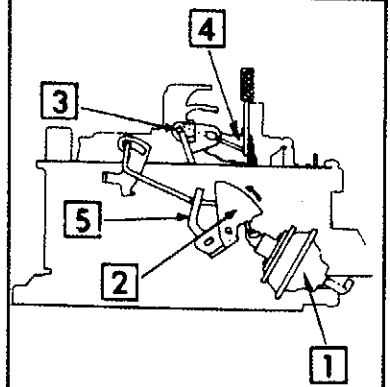
1. USING AN OUTSIDE VACUUM SOURCE, SEAT CHOKE VACUUM DIAPHRAGM (SEE NOTE BELOW)
2. COMPLETELY CLOSE AIR VALVE
3. INSERT GAUGE AS SPECIFIED BETWEEN ROD AND END OF SLOT IN LEVER
4. TO ADJUST, BEND HERE



NOTE: ON MODELS WITH PLUNGER BUCKING SPRING, HOLD SPRING LOADED PLUNGER INWARD AND SEATED. DO NOT COMPRESS BUCKING SPRING.

FIG.M
FRONT VACUUM
BREAK ADJUSTMENT

- NOTE: PRIMARY THROTTLE VALVES MUST BE OPENED SO THAT CAM FOLLOWER CLEARS STEPS ON FAST IDLE CAM
1. USING AN OUTSIDE VACUUM SOURCE SEAT VACUUM DIAPHRAGM
 2. TURN VACUUM BREAK LEVER COUNTERCLOCKWISE UNTIL TANG CONTACTS ROD AND CHOKE VACUUM DIAPHRAGM PLUNGER SPRING IS COMPRESSED
 3. LOCATE ROD IN BOTTOM OF SLOT IN LEVER
 4. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
 5. TO ADJUST, BEND TANG



CAUTION: WHEN COMPRESSING DIAPHRAGM PLUNGER BUCKING SPRING, DO NOT PULL THE VACUUM DIAPHRAGM OFF ITS SEAT

FIG.J
FRONT VACUUM
BREAK ADJUSTMENT

- NOTE: POSITION CAM FOLLOWER ON HIGHEST STEP OF FAST IDLE CAM
1. USING AN OUTSIDE VACUUM SOURCE, SEAT VACUUM DIAPHRAGM
 2. LIGHTLY PUSH UP ON VACUUM BREAK LEVER
 3. BE SURE TANG CONTACTS ROD
 4. LOCATE ROD IN BOTTOM OF SLOT IN LEVER
 5. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN

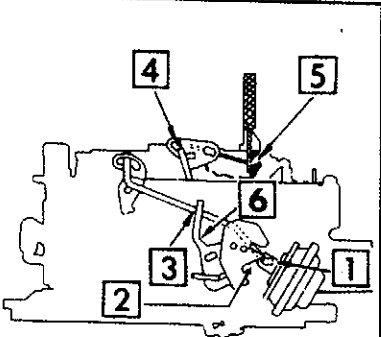
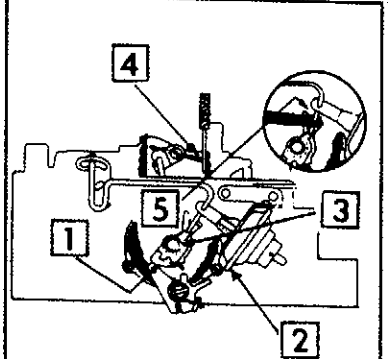


FIG.N
FRONT VACUUM
BREAK ADJUSTMENT

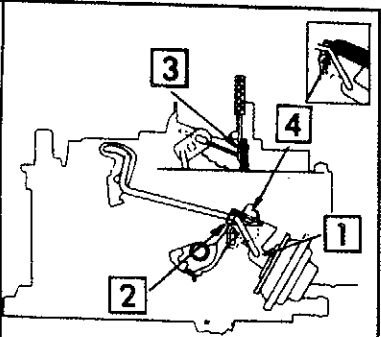
1. POSITION CAM FOLLOWER ON HIGHEST STEP OF FAST IDLE CAM
2. USING OUTSIDE VACUUM SOURCE, SEAT DIAPHRAGM-BUCKING SPRING (IF USED) MUST BE COMPRESSED
3. THE INSIDE CHOKE COIL LEVER-PUSH COUNTERCLOCKWISE UNTIL TANG ON OUTSIDE LEVER CONTACTS VACUUM BREAK ROD
4. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
5. TO ADJUST, BEND LOWER END OF ROD



NOTE: MAKE SURE DIAPHRAGM PLUNGER IS FULLY SEATED SINCE THE VACUUM BREAK DIAPHRAGM HAS A DELAYING ACTION

FIG.K
FRONT VACUUM
BREAK ADJUSTMENT

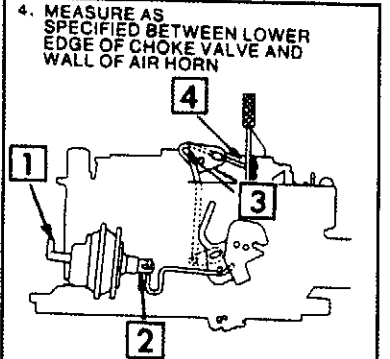
- NOTE: PRIMARY THROTTLE VALVES MUST BE OPENED SO THAT CAM FOLLOWER CLEARS STEPS ON FAST IDLE CAM
1. FULLY SEAT VACUUM DIAPHRAGM PLUNGER
 2. TURN CHOKE COIL LEVER COUNTERCLOCKWISE UNTIL TOP EDGE OF CAM JUST TOUCHES TANG ON END OF DIAPHRAGM PLUNGER
 3. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN



4. TO ADJUST, BEND TANG UP OR DOWN.

FIG.O
REAR VACUUM
BREAK ADJUSTMENT

- NOTE: REMOVE RUBBER COVER IF USED AND PLUG BLEED HOLE WITH TAPE. AFTER ADJUSTMENT REMOVE TAPE AND REPLACE COVER
1. USING OUTSIDE VACUUM SOURCE, SEAT AUXILIARY VACUUM BREAK DIAPHRAGM
 2. TURN CHOKE LEVER COUNTERCLOCKWISE TO PULL PLUNGER OUT UNTIL SEATED (SPRING COMPRESSED)
 3. LOCATE ROD IN BOTTOM OF SLOT IN LEVER
 4. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN



CAUTION: WHEN COMPRESSING DIAPHRAGM PLUNGER SPRING, DO NOT PULL THE VACUUM DIAPHRAGM OFF ITS SEAT

FIG.L
FRONT VACUUM
BREAK ADJUSTMENT

- NOTE: PRIMARY THROTTLE VALVES MUST BE OPENED SO THAT CAM FOLLOWER CLEARS STEPS ON FAST IDLE CAM
1. FULLY SEAT VACUUM DIAPHRAGM PLUNGER USING OUTSIDE VACUUM SOURCE
 2. TURN CHOKE COIL LEVER COUNTERCLOCKWISE UNTIL END OF ROD IS IN END OF SLOT IN LEVER
 3. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
 4. TO ADJUST, BEND ROD

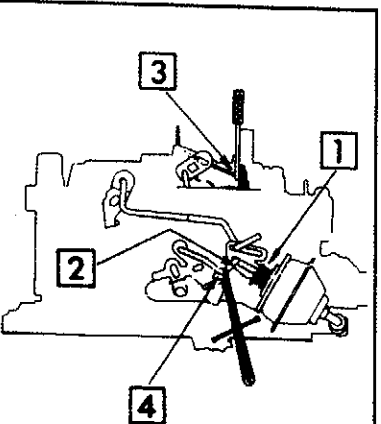
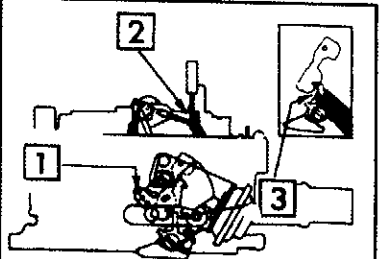


FIG.P
UNLOADER ADJUSTMENT

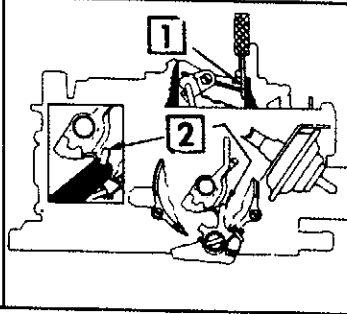
- NOTE: POSITION THROTTLE VALVES WIDE OPEN
1. MOVE LEVER UP OR DOWN TOWARDS CLOSED CHOKE POSITION
 2. MEASURE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE
 3. TO ADJUST, BEND TANG



ADJUSTMENT DATA (Cont'd)

**FIG.Q.
UNLOADER
ADJUSTMENT**

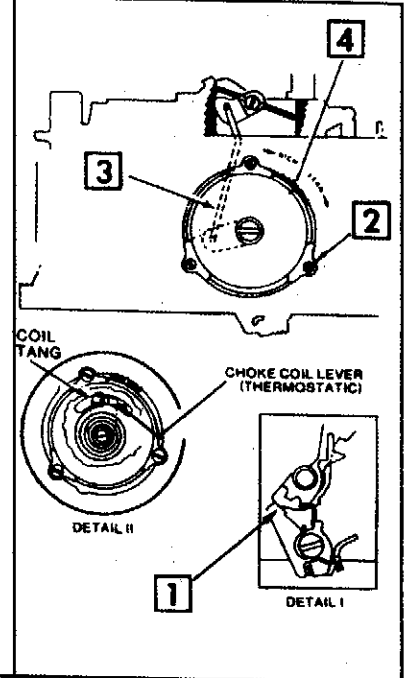
1. WITH PRIMARY THROTTLE VALVES AT WIDE OPEN POSITION, MEASURE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE
2. TO ADJUST, BEND TANG



**FIG.U
AUTOMATIC CHOKE
COIL ADJUSTMENT**

1. POSITION CAM FOLLOWER ON HIGHEST STEP OF CAM (SEE DETAIL I)
2. TO ADJUST, LOOSEN 3 SCREWS UNTIL COVER & COIL ASSY. ROTATE
3. TURN CHOKE COVER & COIL ASSY. COUNTERCLOCKWISE UNTIL CHOKE VALVE CLOSES
4. POSITION INDEX MARK ON COVER WITH SPECIFIED MARK ON HOUSING.

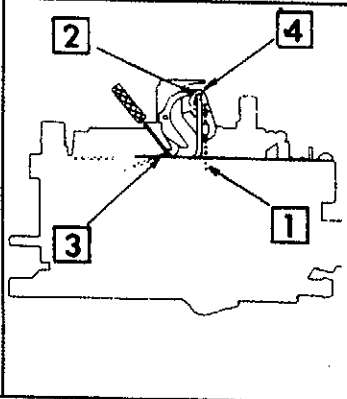
NOTE: FOR MODELS WITH SLOTTED COIL PICK-UP LEVER, BE SURE COIL TANG IS INSTALLED IN SLOT IN LEVER (SEE DETAIL II)



**FIG.R
AIR VALVE LOCKOUT
ADJUSTMENT**

NOTE: BE SURE FAST IDLE AND CHOKE ROD ADJUSTMENTS ARE MADE FIRST

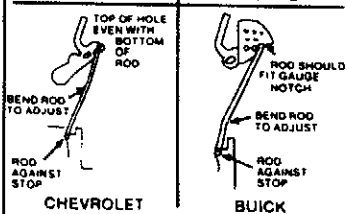
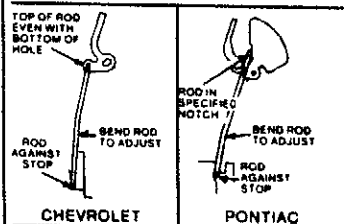
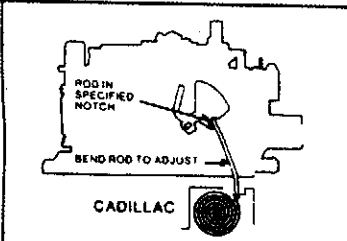
1. MAINTAIN CHOKE VALVE IN WIDE OPEN POSITION
2. PLACE ROD IN TOP OF SLOT BY PUSHING UP ON THERMOSTATIC TANG
3. GAUGE AS SPECIFIED BETWEEN FRONT EDGE OF VALVE AND TANG ON LOCKOUT LEVER
4. TO ADJUST, BEND TANG



**FIG.S
CHOKE COIL ROD
ADJUSTMENTS-TYPICAL**

WITH CHOKE ROD IN BOTTOM OF CHOKE LEVER SLOT AND CHOKE VALVE COMPLETELY CLOSED, PUSH OR PULL CHOKE COIL ROD TO END OF TRAVEL. ROD MUST BE POSITIONED AS SHOWN.

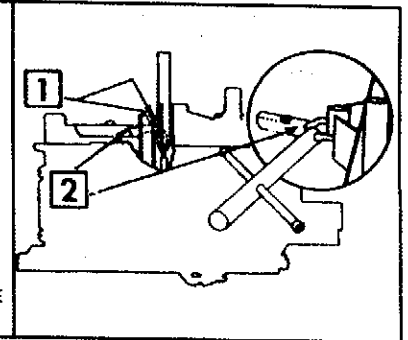
NOTE: BUICK MODELS, AFTER ADJUSTMENT WHEN VEHICLE IS OPERATED AT ALTITUDES OF 4000 FT. OR ABOVE, PLACE ROD IN "ALT" HOLE IN LEVER



**FIG.V
SECONDARY METERING
ROD ADJUSTMENT**

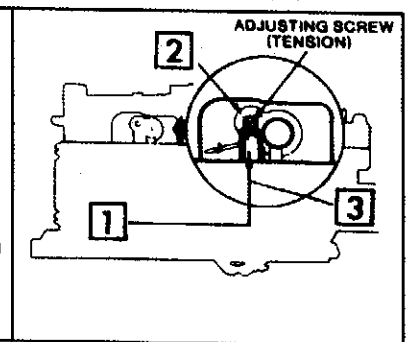
1. GAUGE AS SPECIFIED FROM TOP OF AIR CLEANER STUD HOLE TO TOP OF METERING ROD
2. TO ADJUST, BEND HANGER AT THIS END.

NOTE: BE SURE BOTH RODS ARE ADJUSTED TO THE SAME DIMENSION



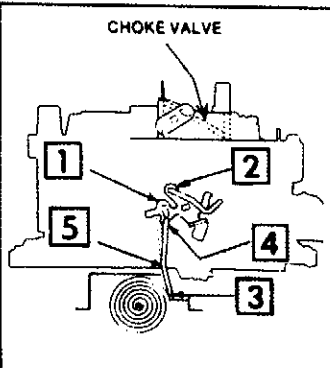
**FIG.W
AIR VALVE SPRING
ADJUSTMENT**

1. TURN LOCKSCREW COUNTERCLOCKWISE TO LOOSEN
2. WITH AIR VALVE CLOSED & LOCKNUT LOOSENED, TURN ADJUSTING SCREW NUMBER OF TURNS AS SPECIFIED AFTER SPRING TOUCHES PIN
3. RETIGHTEN LOCK SCREW



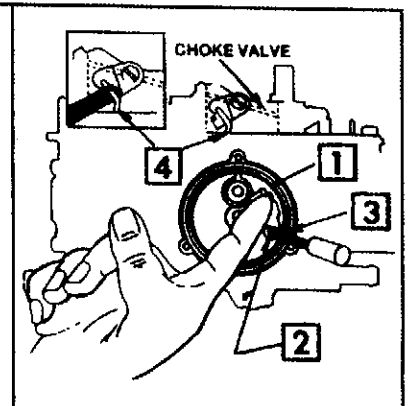
**FIG.T
CHOKE COIL ROD
ADJUSTMENT**

1. DETACH THERMOSTATIC COIL ROD FROM LEVER
2. CLOSE CHOKE VALVE BY TURNING COIL LEVER COUNTERCLOCKWISE
3. PRESS DOWN ON ROD AGAINST STOP
4. ROD MUST FIT IN NOTCH IN LEVER
5. TO ADJUST, BEND ROD



**FIG.X
CHOKE COIL LEVER
ADJUSTMENT**

1. WITH CHOKE COVER & COIL ASSY. REMOVED, PUSH UP ON THERMOSTATIC COIL TANG COUNTERCLOCKWISE UNTIL CHOKE VALVE IS CLOSED
2. PLACE .120" GAUGE OR DRILL INTO ACCESS HOLE PROVIDED
3. BOTTOM EDGE OF LEVER MUST JUST TOUCH SIDE OF GAUGE
4. TO ADJUST, BEND CHOKE ROD



SPECIFICATIONS BY APPLICATION

Year	MODEL	Fuel Level	Fig.	Pump Adj. & Rod Loc.	Fig.	Idle Vent	Fig.	Choke Rod	Fig.	Choke Lever	Fig.	Vacuum Break			Unleader	Fig.	Air Valve Lock out	Fig.	Valve Windup	Fig.	Choke Setting	Fig.	Air Valve Dash-pot	Fig.
												Front	Fig.	Rear										

SPECIFICATION I.D.-A CADILLAC

1969-87	472 Eng. ¹	1/4	A	Outer ³	B	—	—	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	1/2	W	4	S	1/32	G
	—Eldorado ¹	3/8	A	Outer ³	B	—	—	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	1/2	W	4	S	1/32	G
	400 & 430 Eng. ²	1/4	A	Outer ³	B	—	—	3/32	E	—	—	3/16	J	—	—	19/64	P	1/64	R	1/4	W	5	S	1/32	G
	—Eldorado ²	11/32	A	Outer ³	B	—	—	3/32	E	—	—	3/16	J	—	—	19/64	P	1/64	R	1/4	W	5	S	1/32	G

PONTIAC

1969-68	250 Eng.—A/T ⁴	3/16	A	Inner	B	3/8	D	3/32	E	—	—	5/32	J	—	—	19/64	P	1/64	R	—	W	7	S	1/32	G
	—M/T ⁴	3/16	A	Inner	B	3/8	D	3/32	E	—	—	3/16	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
	400 Eng.—Carb. No. 7028270 ⁶ —A/T	1/4	A	Inner	B	3/8	C	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
	—Carb. No. 7028273 ⁶ —M/T	1/4	A	Inner	B	3/8	C	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
1968	350, 400, 428 Eng.—A/T	1/4	A	Inner	B	3/8	C	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
	—Carb. No. 7028270	1/4	A	Inner	B	3/8	D	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
	—M/T	1/4	A	Inner	B	3/8	C	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G
	—Carb. No. 7028273	1/4	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	G

SPECIFICATION I.D.-C PONTIAC

1974	400 Eng.—Alt.	13/32	A	Outer	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	9/16	W	Index	U	1/32	G
	455 Eng.—Alt.	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	19/64	Q	1/64	R	3/8	W	Index	U	1/32	G
1973	400 Eng.—Alt.	13/32	A	Outer	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	9/16	W	Index	U	1/32	G
	455 Eng.—Alt.	13/32	A	Outer	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	9/16	W	Index	U	1/32	G
1972	400 Eng.—Alt.	13/32	A	Inner	B	—	—	3/32	E	—	—	19/64	M	13/64	0	5/16	P	1/64	R	—	—	7	S	1/32	I
	400 Eng.—Calif.—A/T	13/32	A	Inner	B	—	—	3/32	E	—	—	19/64	M	—	—	5/16	P	1/64	R	—	—	7	S	1/32	I
	—M/T	13/32	A	Inner	B	—	—	3/32	E	—	—	21/64	M	—	—	5/16	P	1/64	R	7/16	W	7	S	1/32	I
	455 Eng.—Alt	13/32	A	Inner	B	—	—	3/32	E	—	—	19/64	M	13/64	0	5/16	P	1/64	R	—	—	7	S	1/32	I
1971	400 Eng.	9/32	A	Inner	B	—	—	3/32	E	—	—	1/4	M	—	—	19/64	P	1/64	R	7/16	W	7	S	1/32	I
	455 Eng.—(Exc. Hi. Perf. & Ram Air)	9/32	A	Inner	B	—	—	3/32	E	—	—	1/4	M	—	—	19/64	P	1/64	R	7/16	W	7	S	1/32	I
	—Hi. Perf.—A/T	9/32	A	Inner	B	—	—	3/32	E	—	—	7/16	M	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	I
	—M/T	9/32	A	Inner	B	—	—	3/32	E	—	—	3/8	M	—	—	19/64	P	1/64	R	1/2	W	7	S	1/32	I
1970	400 Eng.—(Exc. Calif.)—w/o Ram Air	9/32	A	Inner	B	3/8	D	3/32	E	—	—	13/32	J	—	—	19/64	Q	1/64	R	7/16	W	7	S	1/32	G
	—Ram Air	9/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	3/4	W	7	S	1/32	G
	—Calif.—w/o Ram Air	9/32	A	Inner	B	—	—	3/32	E	—	—	13/32	J	—	—	19/64	P	1/64	R	7/16	W	7	S	1/32	G
	—Ram Air	9/32	A	Inner	B	—	—	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	3/4	W	7	S	1/32	G
	455 Eng.—(Exc. Calif.)	9/32	A	Inner	B	3/8	D	3/32	E	—	—	13/32	J	—	—	19/64	Q	1/64	R	7/16	W	7	S	1/32	G
	—Calif.	9/32	A	Inner	B	—	—	3/32	E	—	—	13/32	J	—	—	19/64	P	1/64	R	7/16	W	7	S	1/32	G
1969	350 Eng. ⁸	3/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	5	S	1/32	G
	400 Eng.—(Exc. Ram Air) ⁸	9/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	5	S	1/32	G
	—Ram Air—A/T ⁸	9/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	5	S	1/32	G
	—M/T ⁸	9/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	5	S	1/32	G
1968	428 Eng.	9/32	A	Inner	B	3/8	D	3/32	E	—	—	1/4	J	—	—	19/64	P	1/64	R	1/2	W	5	S	1/32	G

SPECIFICATION I.D.-D AVANTI

1971	350 Eng.	1/4	A	Inner	B	—	—	3/32	E	—	—	17/64	K	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G
1970	350 Eng.—A/T	1/4	A	Inner	B	—	—	3/32	E	—	—	1/4	J	—	—	13/32	P	—	—	7/16	W	6	S	1/64	G
	—M/T	1/4	A	Inner	B	—	—	3/32	E	—	—	9/32	J	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G

CHECKER

1972	350 Eng.	1/4	A	Inner	B	—	—	3/32	E	—	—	7/32	J	—	—	29/64	P	—	—	1/2	W	6	T	1/64	H
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CHEVROLET

1972	350 Eng.	1/4	A	Inner	B	—	—	3/32	E	—	—	7/32	L	—	—	29/64	P	—	—	1/2	W	6	T	1/64	H
	402, 454 Eng.	1/4	A	Inner	B	—	—	3/32	E	—	—	1/4	L	—	—	29/64	P	—	—	7/16	W	6	T	1/64	H
1971	350, 402, 454 Eng.—A/T	1/4	A	Inner	B	—	—	3/32	E	—	—	17/64	L	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G
	—M/T	1/4	A	Inner	B	—	—	3/32	E	—	—	9/32	L	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G
1970	350 Eng.—(Exc. Corvette)—A/T	1/4	A	Inner	B	—	—	3/32	E	—	—	1/4	J	—	—	10	P	—	—	7/16	W	6	S	1/64	G
	—M/T	1/4	A	Inner	B	—	—	3/32	E	—	—	9/32	J	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G
	—Corvette	1/4	A	Inner	B	—	—	3/32	E	—	—	9/32	J	—	—	29/64	P	—	—	13/16	W	6	S	1/64	G
	396, 400, 454 Eng.—A/T	1/4	A	Inner	B	—	—	3/32	E	—	—	1/4	J	—	—	10	P	—	—	7/16	W	6	S	1/64	G
—M/T	1/4	A	Inner	B	—	—	3/32	E	—	—	9/32	J	—	—	29/64	P	—	—	13/16	W	6	S	1/64	G	

GM TRUCKS

1972	350 Eng.—Exc.	3/16 ²²	A	Inner	B	—	—	3/32	E	—	—	7/32	L	—	—	29/64	P	—	—	1/2	W	6	T	1/64	H
	Carb. No. 7042208	3/16	A	Inner	B	—	—	3/32	E	—	—	17/64	L	—	—	29/64	P	—	—	1/2	W	6	T	1/64	H
	402, 454 Eng.—Carb. No. 7042218	1/4	A	Inner	B	—	—	3/32	E	—	—	1/4	L	—	—	29/64	P	—	—	7/16	W	6	T	1/64	H
	17054918	5/16	A	Inner	B	—	—	3/32	E	—	—	17/64 ²³	L	—	—	29/64	P	—	—	7/16	W	6	T	1/64	H
1971	350 Eng. ²⁴	1/4	A	Inner	B	—	—	3/32	E	—	—	17/64	K	—	—	29/64	P	—	—	7/16	W	6	S	1/64	G
1971-70	350, 396, 402 Eng.—Exc.	11/32	A	Inner	B	—	—	3/32	E	—	—	1/4 ¹¹	J	—	—	29/64	P	—	—						

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Foot Level	Fig.	Pump Adj. & Rod Lac.	Fig.	Idle Vent	Fig.	Choke Rod	Fig.	Choke Lever	Fig.	Vacuum Break			Unloader Fig.	Air Valve Lock-out		Valve W/ndup	Fig.	Choke Setting	Fig.	Air Valve Rech-pet	
												Front	Fig.	Rear		Fig.	Fig.					Fig.	Fig.

**SPECIFICATION I.D.-E
GM TRUCKS**

1972	402 Eng.—20, 30 Series—A/T —M/T	7/32	A	Inner	B	—	—	3/32	E	—	—	1/4	L	—	—	29/64	P	—	—	11/16	W	°	T	1/64	H
		5/16	A	Inner	B	—	—	3/32	E	—	—	1/4	L	—	—	29/64	P	—	—	11/16	W	°	T	1/64	H

**SPECIFICATION I.D.-F
BUICK**

1974	350 Eng. ^a 455 Eng.—(Exc. Stage 1) ^a —Stage 1	15/32 13/32 13/32	A A A	Outer Inner Inner	B B B	— — —	— — —	1/8 1/8 1/8	E E E	— — —	— — —	11/64 7/32 13/64	J J J	5/32 5/32 3/16	O O O	21/64 21/64 21/64	P P P	— — —	— — —	11/16 7/16 7/16	W W W	° ° °	S S S	1/64 1/32 1/32	N N N	
1973	350 Eng.—Carb. No. 7043244 ^a 455 Eng.—(Exc. Stage 1) ^a —Stage 1	15/32 13/32 13/32	A A A	Outer Inner Inner	B B B	— — —	— — —	1/8 1/8 1/8	E E E	— — —	— — —	11/64 7/32 13/64	J J J	5/32 5/32 3/16	O O O	21/64 21/64 21/64	P P P	— — —	— — —	11/16 11/16 7/16	W W W	° ° °	S S S	— 1/32 —	— N —	
1972	350 Eng. 455 Eng.—(Exc. Skylark) ^a —Skylark ^a	15/32 13/32 13/32	A A A	Inner Inner Inner	B B B	— — —	— — —	1/8 1/8 1/8	E E E	— — —	— — —	3/32 7/32 13/64	J J J	3/32 3/16 3/16	O O O	21/64 21/64 21/64	P P P	— — —	— — —	7/16 7/16 7/16	W W W	° ° °	S S S	1/32 1/32 1/32	N N N	
1971	350 Eng. 455 Eng.—A/T —M/T	15/32 13/32 13/32	A A A	Inner Inner Inner	B B B	— — —	— — —	1/8 1/8 1/8	E E E	— — —	— — —	11/64 3/16 7/32	J J J	5/32 5/32 3/16	O O O	21/64 21/64 21/64	P P P	— — —	— — —	7/16 7/16 7/16	W W W	° ° °	S S S	1/32 1/32 1/32	N N N	
1970	350 Eng.—A/T ^a —M/T ^a 455 Eng.—A/T ^a —M/T ^a —National ^a	5/16 5/16 3/8 1/4 5/16	A A A A A	Outer Outer Inner Inner Inner	B B B B B	— — — — —	— — — — —	1/8 1/8 1/8 1/8 1/8	E E E E E	— — — — —	— — — — —	— — — — —	11/64 7/32 3/16 7/32 13/64	J J J J J	5/32 5/32 5/32 3/16 3/16	O O O O O	21/64 21/64 21/64 21/64 21/64	P P P P P	3/84 — 1/64 — —	R — R — —	7/16 7/16 7/16 7/16 7/16	W W W W W	° ° ° ° °	S S S S S	1/32 1/32 1/32 1/32 1/32	N N N N N
1969	350 Eng.—A/T ^a —M/T 400 Eng.—(Exc. Stage 1)—A/T ^a —M/T ^a —Stage 1 430 Eng.—(Exc. Riviera) ^a —Riviera ^a	5/16 5/16 3/8 3/8 5/16 3/8 5/16	A A A A A A A	Outer Outer Outer Outer Outer Outer Outer	B B B B B B B	1/2 1/2 1/2 1/2 1/2 1/2 1/2	C C C C C C C	1/8 1/8 1/8 9/64 1/8 1/8 1/8	E E E E E E E	— — — — — — —	— — — — — — —	— — — — — — —	3/16 1/32 3/16 3/16 3/16 3/16 3/16	J J J J J J J	— — — — — — —	21/64 21/64 21/64 21/64 21/64 21/64 21/64	P P P P P P P	29/64 29/64 29/64 — 3/64 29/64 3/64	R R R — R R R	7/16 7/16 1/2 — 1/2 1/2 1/2	W W W W W W W	° ° ° ° ° ° °	S S S S S S S	1/32 1/32 1/32 1/32 1/32 1/32 1/32	N N N N N N N	

**SPECIFICATION I.D.-G
CADILLAC**

1974	472 Eng.—(Exc. Alt.) —Alt. 500 Eng.—(Exc. Alt.) —Alt.	14 1/4 3/8 3/8	A A A A	Outer Inner Outer	B B B B	— — — —	— — — —	7/64 3/32 7/64 3/32	E E E E	— — — —	— — — —	— — — —	3/16 13/64 13/64 13/64	M M M M	— — — —	— — — —	19/64 19/64 19/64 19/64	P P P P	1/32 1/32 1/32 1/32	R R R R	3/8 5/16 1/2 3/8	W W W W	° ° ° °	S S S S	1/32 1/32 1/32 1/32	I I I I
1973	472 Eng.—(Exc. Comm. Chassis) —Comm. Chassis 500 Eng.	1/4 5/16 3/8	A A A	Outer Outer Outer	B B B	— — —	— — —	3/32 3/32 3/32	E E E	— — —	— — —	13/64 3/16 3/16	M M M	— — —	— — —	5/16 5/16 5/16	P P P	1/32 1/32 1/32	R R R	5/16 5/16 3/8	W W W	° ° °	S S S	— — —	— — —	
1972	472 Eng.—1st Type ¹ —2nd & 3rd Types ¹ 500 Eng.—1st Type ¹ —2nd & 3rd Types ¹	1/4 1/4 11/32 3/8	A A A A	Outer Outer Outer Outer	B B B B	— — — —	— — — —	3/32 3/32 3/32 3/32	E E E E	— — — —	— — — —	— — — —	3/16 7/64 3/16 7/64	M M M M	— — — —	— — — —	5/16 5/16 5/16 5/16	P P P P	1/32 1/32 1/32 1/32	R R R R	1/2 1/2 1/2 1/2	W W W W	° ° ° °	S S S S	1/32 1/32 1/32 1/32	I I I I
1971	472, 500 Eng.	1/4	A	Outer	B	—	—	3/32	E	—	—	21	—	—	—	5/16	P	1/64	R	1/2	W	°	S	1/32	I	
1970	472 Eng. ¹	1/4	A	Outer	B	—	—	3/32	E	—	—	15/64	J	—	—	19/64	P	1/64	R	7/16	W	°	S	1/32	I	

FORD & MERCURY

1970	429 Eng.—A/T —Carb. No. 7040286 (DOOF-F) —Carb. No. 7040288 (DOOF-B) —M/T —Carb. No. 7040285 (DOOF-E) —Carb. No. 7040287 (DOOF-A)	11/32 11/32 11/32 11/32	A A A A	Outer Outer Outer Outer	B B B B	— — — —	— — — —	11/64 11/64 1/8 1/8	E E E E	— — — —	— — — —	— — — —	3/16 3/16 9/64 9/64	J J J J	— — — —	— — — —	19/64 19/64 19/64 19/64	P P P P	1/64 1/64 1/64 1/64	R R R R	— — — —	° ° ° °	S S S S	1/32 1/32 1/32 1/32	G G G G
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GM TRUCKS

1974-43	455 Eng.—Carb. No. 7043254	1/4	A	Inner	B	—	—	15/64	F	1/8	X	7/32	N	—	—	19/64	Q	1/32	R	—	—	Index	U	1/32	G
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OLDSMOBILE

1974	350 Eng. 455 Eng.—(Exc. Hi. Perf.) —Hi. Perf.	1/4 1/4 1/4	A A A	Inner Inner Inner	B B B	— — —	— — —	15/64 15/64 15/64	F F F	1/8 1/8 1/8	X X X	13/64 9/32 9/32	N N N	— — —	— — —	19/64 19/64 19/64	Q Q Q	1/32 1/32 1/32	R R R	1/2 1/2 1/2	W W W	Index Index Index	U U U	1/32 1/32 1/32	I G G
1973	350 Eng. 455 Eng.—A/T —M/T —All Comm. Chassis	1/4 1/4 1/4 1/4	A A A A	Inner Inner Inner Inner	B B B B	— — — —	— — — —	15/64 15/64 15/64 15/64	F F F F	1/8 1/8 1/8 1/8	X X X X	13/64 13/64 9/32 7/32	N N N N	— — — —	— — — —	19/64 19/64 19/64 19/64	Q Q Q Q	1/32 1/32 1/32 1/32	R R R R	3/4 3/4 3/4 3/4	W W W W	Index Index Index Index	U U U U	1/32 1/32 1/32 1/32	I I I I
1972	350 Eng. 455 Eng.—(Exc. 4-4-2) —4-4-2	1/4 1/4 1/4	A A A	Inner Inner Inner	B B B	— — —	— — —	15/64 15/64 15/64	F F F	1/8 1/8 1/8	X X X	15/64 7/32 9/32	N N N	— — —	— — —	13/64 13/64 13/64	Q Q Q	1/32 1/32 1/32	R R R	— — —	— — —	Index Index Index	U U U	3/64 3/64 3/64	G G G
1971	350 Eng. 455 Eng.—(Exc. 4-4-2 & Toronado) —4-4-2 & Toronado—A/T —M/T	1/4 1/4 1/4 1/4	A A A A	Inner Inner Inner Inner	B B B B	— — — —	— — — —	9/64 9/64 11/64 15/64	F F F F	1/8 1/8 1/8 1/8	X X X X	7/32 7/32 13/64 9/32	N N N N	— — — —	— — — —	13/64 13/64 13/64 13/64	Q Q Q Q	1/64 1/64 1/64 1/64	R R R R	— — — —	— — — —	Index Index Index Index	U U U U	1/32 1/32 1/32 1/32	G G G G
1972-71	455 Eng.—Carb. No. 17054937	1/4	A	Inner	B	—	—	3/16	F	1/8	X	7/32	N	—	—	13/64	Q	—	—	3/4	W	Index	U	1/32	G

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level	Fig.	Pump Adj. Rod Loc.	Fig.	Idle Vent	Fig.	Choke Rod	Fig.	Choke Lever	Fig.	Vacuum Break			Unloader	Fig.	Air Valve Lock-out	Fig.	Valve Windup	Fig.	Cocks Setting	Fig.	Air Valve Dash-pot	Fig.
												Front	Fig.	Rear										

SPECIFICATION I.D.-G

OLDSMOBILE (Cont'd)

1970	350 Eng.—Exc. O.A.I.	1/4	A	3/8	B	—	—	9/64	F	—	—	13/64	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H	
	—O.A.I.	1/4	A	3/8	B	—	—	9/32	F	—	—	21/64	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H	
	455 Eng.—88, 98—Exc. Police, Hi. Perf.	1/4	A	3/8	B	—	—	9/64	F	—	—	13/64	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H	
	—88 w/Police, Hi. Perf.	1/4	A	3/8	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—Toronado	1/4	A	3/8	B	—	—	11/64	F	—	—	—	13/64	N	—	—	13/64	Q	1/64	R	—	—	1Rich	U	1/64	H
	—4-4-2 w/o Hi. Perf.	1/4	A	3/8	B	—	—	15/64	F	—	—	—	9/32	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H
—4-4-2 w/Hi. Perf.—A/T	1/4	A	3/8	B	—	—	11/64	F	—	—	—	13/64	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H	
—M/T	1/4	A	3/8	B	—	—	9/32	F	—	—	—	21/64	N	—	—	13/64	Q	1/64	R	—	—	Index	U	1/64	H	
1969	350 Eng.—w/o O.A.I.	1/4	A	5/16	B	—	—	9/64	F	—	—	3/16	J	—	—	13/64	Q	1/64	R	1/2	—	?	S	1/32	H	
	—w/O.A.I.	1/4	A	5/16	B	—	—	3/32	F	—	—	9/32	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H	
	400 Eng.—w/o Hi. Perf.—A/T	1/4	A	5/16	B	—	—	9/64	F	—	—	3/16	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H	
	—M/T	1/4	A	5/16	B	—	—	9/64	F	—	—	15/64	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H	
	—w/Hi. Perf.	1/4	A	3/8	B	—	—	1/8	F	—	—	19/64	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H	
	455 Eng.—Exc. Toronado	1/4	A	5/16	B	—	—	9/64	F	—	—	3/16	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H	
—Toronado	1/4	A	5/16	B	—	—	9/64	F	—	—	3/16	J	—	—	13/64	Q	1/64	R	3/4	—	Index	S	1/32	H		
1968	350 Eng.—w/o O.A.I.	1/4	A	5/16	B	—	—	9/64	E	—	—	3/16	J	—	—	13/64	P	1/64	R	1/2	—	?	S	1/32	G	
	—w/O.A.I.	1/4	A	5/16	B	—	—	3/16	E	—	—	9/32	J	—	—	13/64	P	1/64	R	3/4	—	?	S	1/32	G	
	400 Eng.—Exc. 4-4-2—w/o O.A.I.	1/4	A	5/16	B	—	—	9/64	E	—	—	3/16	J	—	—	13/64	P	1/64	R	3/4	—	?	S	1/32	G	
	—w/O.A.I.	1/4	A	5/16	B	—	—	—	—	—	—	—	—	—	—	13/64	P	—	—	—	—	?	S	1/32	G	
	400 Eng.—4-4-2	1/4	A	5/16	B	—	—	—	—	—	—	—	—	—	—	13/64	P	—	—	—	—	?	S	1/32	G	
	455 Eng.—Exc. Toronado	1/4	A	5/16	B	—	—	9/64	E	—	—	3/16	J	—	—	13/64	P	1/64	R	3/4	—	?	S	1/32	G	
—Toronado	1/4	A	5/16	B	—	—	9/64	E	—	—	3/16	J	—	—	13/64	P	1/64	R	3/4	—	?	S	1/32	G		

OLDSMOBILE MARINE

455 Eng.—Carb. No. 7043259 7043262	1/4 13/32	A A	Inner Inner	B B	— —	— —	15/64 13/64	F F	1/8 1/8	X X	7/32 17/64	N N	— —	— —	19/64 5/16	Q Q	1/32 1/64	R R	3/4 —	W —	Index Index	U U	1/32 1/32	G G
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SPECIFICATION I.D.-I

PONTIAC

1974	350 Eng.—A/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	19/64	Q	1/64	R	1/2	W	Index	U	1/32	G
	—M/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	19/64	Q	1/64	R	1/2	W	Index	U	1/32	G
	400 Eng.—(Exc. Alt.)—A/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	5/16	Q	1/64	R	—	—	Index	U	1/32	G
	—M/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	5/8	W	Index	U	1/32	G
	455 Eng.—(Exc. Calif.)—w/o Alt.	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	19/64	Q	1/64	R	3/8	W	Index	U	1/32	G
	—Calif.	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	19/64	Q	1/64	R	3/8	W	Index	U	1/32	G
455 Eng.—Comm. Chassis	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	5/16	Q	1/64	R	3/8	W	Index	U	1/32	G	
—Super Duty	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	19/64	Q	1/64	R	3/4	W	Index	U	1/32	G	
1973	400 Eng.—(Exc. Alt.)—A/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	5/16	Q	1/64	R	1/2	W	Index	U	1/32	G
	—M/T	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	5/8	W	Index	U	1/32	G
	455 Eng.—(Exc. Alt. & Hi. Perf.)	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	9/16	W	Index	U	1/32	G
—(Exc. Hi. Perf.)	13/32	A	Inner	B	—	—	13/64	F	1/8	X	17/64	N	—	—	5/16	Q	1/64	R	3/8	W	Index	U	1/32	G	
455 Eng.—Hi. Perf.	13/32	A	Inner	B	—	—	13/64	F	1/8	X	19/64	N	—	—	5/16	Q	1/64	R	9/16	W	Index	U	1/32	G	
1972	400 Eng.—(Exc. Calif.)—w/o Alt.	13/32	A	Inner	B	—	—	3/32	E	—	—	3/16	M	—	—	5/16	P	1/64	R	—	—	?	S	1/32	I
	455 Eng.—(Exc. Calif.)—w/o Alt.	13/32	A	Inner	B	—	—	3/32	E	—	—	3/16	M	—	—	5/16	P	1/64	R	—	—	?	S	1/32	I
	or Hi. Perf.	13/32	A	Inner	B	—	—	3/32	E	—	—	19/64	M	—	—	5/16	P	1/64	R	—	—	?	S	1/32	I
—Hi. Perf.—A/T	13/32	A	Inner	B	—	—	3/32	E	—	—	21/64	M	—	—	5/16	P	1/64	R	—	—	?	S	1/32	I	
—M/T	13/32	A	Inner	B	—	—	3/32	E	—	—	—	—	—	—	5/16	P	1/64	R	—	—	?	S	1/32	I	
1971	455 Eng.—Ram Air—A/T	9/32	A	Inner	B	—	—	3/32	E	—	—	7/16	M	—	—	19/64	P	1/64	R	1/2	W	?	S	1/32	I
	—M/T	9/32	A	Inner	B	—	—	3/32	E	—	—	3/8	M	—	—	19/64	P	1/64	R	1/2	W	?	S	1/32	I

FOOTNOTES

These applications have a secondary metering rod of 27/32, Fig. V.
 These applications have a secondary metering rod of 55/64, Fig. V.
 Pump adjustment 11/32
 Rod in center notch.
 One rod diameter past "R" notch.
 These applications have a secondary metering rod of 53/64, Fig. V.
 Rod in gauge notch.
 Top of rod even with bottom of hole.
 Carb. nos. 7040207, 507 set 3/16; others set 1/4.

¹⁰ Carb. nos. 7040500, 502 set 29/64; others set 13/32.
¹¹ Carb. no. 7041206, 209 set 13/16.
¹² Models with A/T set 5/32; with M/T set 13/64.
¹³ Carb. nos. 7044280, 281 set 7/32; others set 13/64.
¹⁴ Carb. nos. 7044282, 557 set 1NR; 7044588 set Index.
¹⁵ Carb. no. 7043257 set 1/2 turn; others set 3/4 turn.
¹⁶ Carb. no. 7044233 set 9/32; others set 1/4.
¹⁷ Carb. no. 7044233 set outer; others set inner.
¹⁸ Carb. no. 7043230 set outer; 7043234 set inner.

¹⁹ Non Calif. set inner; Calif. set outer.
²⁰ Carb. no. 7043232 set 13/64; 7043235 set 7/32.
²¹ Early models set 1st step and measure 9/32, Fig. J.
 Late models set 2nd step and measure 3/16, Fig. M.
²² Carb. no. 17054927 set 1/4.
²³ Carb. no. 17054918 set 1/4.
²⁴ Carb. no. 7041208, 211; 7047132, 135; 17054705

ABBREVIATIONS

A/C	Air Conditioned	Hi. Perf.	High Performance
A/T	Automatic Transmission	Loc.	Location
Adj.	Adjustment	M/T	Manual Transmission
Alt.	Altitude	N	Auto. Trans. in Neutral
Calif.	California	P	Auto. Trans. in Park
Carb.	Carburetor	Prim.	Primary
Comm. Chassis	Commercial Chassis	R.P.M.	Revolutions per minute
D	Auto. Trans. in Drive	Sec.	Secondary
Eng.	Engine	Ser.	Series
Exc	Except	Vac.	Vacuum
Fed.	Federal	w/o	without
Fig.	Figure		