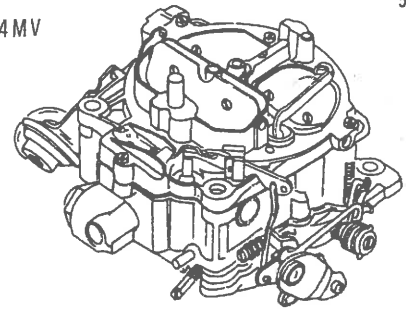


INSTRUCTION SHEET

ROCHESTER CARBURETOR—MODELS 4MC-4MV

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: REMOVING BOWL COVER (16) (GASKET (21) STAYS ON BOWL) LIFTING STRAIGHT UP BEING CAREFUL NOT TO BEND AIR BLEED TUBES WHICH ARE PERMANENTLY INSTALLED IN BOWL COVER. AIR VALVES, AIR VALVE SHAFT AND SECONDARY METERING ROD HANGER ARE CALIBRATED AND SHOULD NOT BE REMOVED. REMOVING POWER PISTON (22) AND METERING RODS (23) PULL STRAIGHT UP ON METERING ROD HANGER. A SLIGHT RESISTANCE WILL BE FELT. POWER PISTON (22) HAS A HOLDING CLIP TO KEEP ASSEMBLY IN PLACE FOR EASIER ASSEMBLY. INLET NEEDLE SEAT USED WITH NO. 31 NEEDLE AND ALL SECONDARY METERING DISCS ARE FACTORY STAKED AND SHOULD NOT BE REMOVED.

NOMENCLATURE

REF. NO.	REF. NO.
1. FILTER NUT - FUEL INLET	33. BALL - PUMP DISCHARGE
2. GASKET - FILTER NUT	34. JETS - PRIMARY (2)
3. GASKET - FUEL FILTER	35. SCREW - IDLE COMPENSATOR COVER (2)
4. FILTER - FUEL INLET	36. COVER - IDLE COMPENSATOR
5. SPRING - FUEL FILTER	37. IDLE COMPENSATOR ASSY.
6. SCREW - IDLE VENT VALVE	38. GASKET-IDLE COMPENSATOR
7. VALVE - IDLE VENT	39. SCREW - THROTTLE BODY (3)
8. RETAINER - PUMP ROD	40. THROTTLE BODY ASSY.
9. ROD - PUMP	41. NEEDLES - IDLE ADJ. (2)
10. LEVER - IDLE VENT VALVE	42. SPRINGS - IDLE ADJ. NEEDLE (2)
11. RETAINER - CHOKE ROD	43. GASKET - THROTTLE BODY
12. ROD - CHOKE	44. HOSE - VACUUM 4MV
13. SCREW - AIR HORN (4)	45. SCREW - VACUUM BREAK CONTROL BRACKET ATTACHING
14. SCREW - AIR HORN (3)	46. VACUUM BREAK CONTROL & BRACKET ASSY. 4MV
15. SCREW - AIR HORN (2)	47. CAM - FAST IDLE
16. BOWL COVER ASSY.	48. LEVER - SEC. LOCKOUT 4MV
17. DASHPOT PISTON & ROD ASSY. 1965-66	49. LEVER - INTERMEDIATE CHOKE
18. METERING RODS - SEC. (2)	50. SCREW - STAT RETAINER (3) 4MC
19. PUMP ASSY.	51. RETAINERS - STAT COVER (3) 4MC
20. SPRING - PUMP RETURN	52. STAT COVER & SPRING ASSY. 4MC
21. GASKET - AIR HORN	53. GASKET - STAT COVER 4MC
22. POWER PISTON ASSY. - PRI.	54. PLATE - CHOKE BAFFLE 4MC
23. METERING RODS - PRI. (2)	55. SCREW - STAT HOUSING ATT.
24. SPRING - POWER PISTON	56. HOUSING - CHOKE & VACUUM BREAK ASSY. 4MC
25. INSERT - FLOAT BOWL	57. GASKET - CHOKE HOUSING 4MC
26. HINGE PIN - FLOAT	58. BOWL ASSY. - FLOAT
27. FLOAT & LEVER ASSY.	
28. PULL CLIP - FLOAT NEEDLE	
29. SCREW - NEEDLE DIAPHRAGM RETAINER (2)	
30. RETAINER - NEEDLE DIAPH.	
31. NEEDLE & DIAPHRAGM ASSY.	
31A. NEEDLE, SEAT, GASKET ASSY.	
32. PLUG - PUMP DISC. BALL	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER OR PLASTIC PARTS IN SOLVENT. (FLOAT {27} VAC BREAK UNITS (46) (56) DASHPOT PISTON (17) PUMPS (19) BOWL VENT {7}.)

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

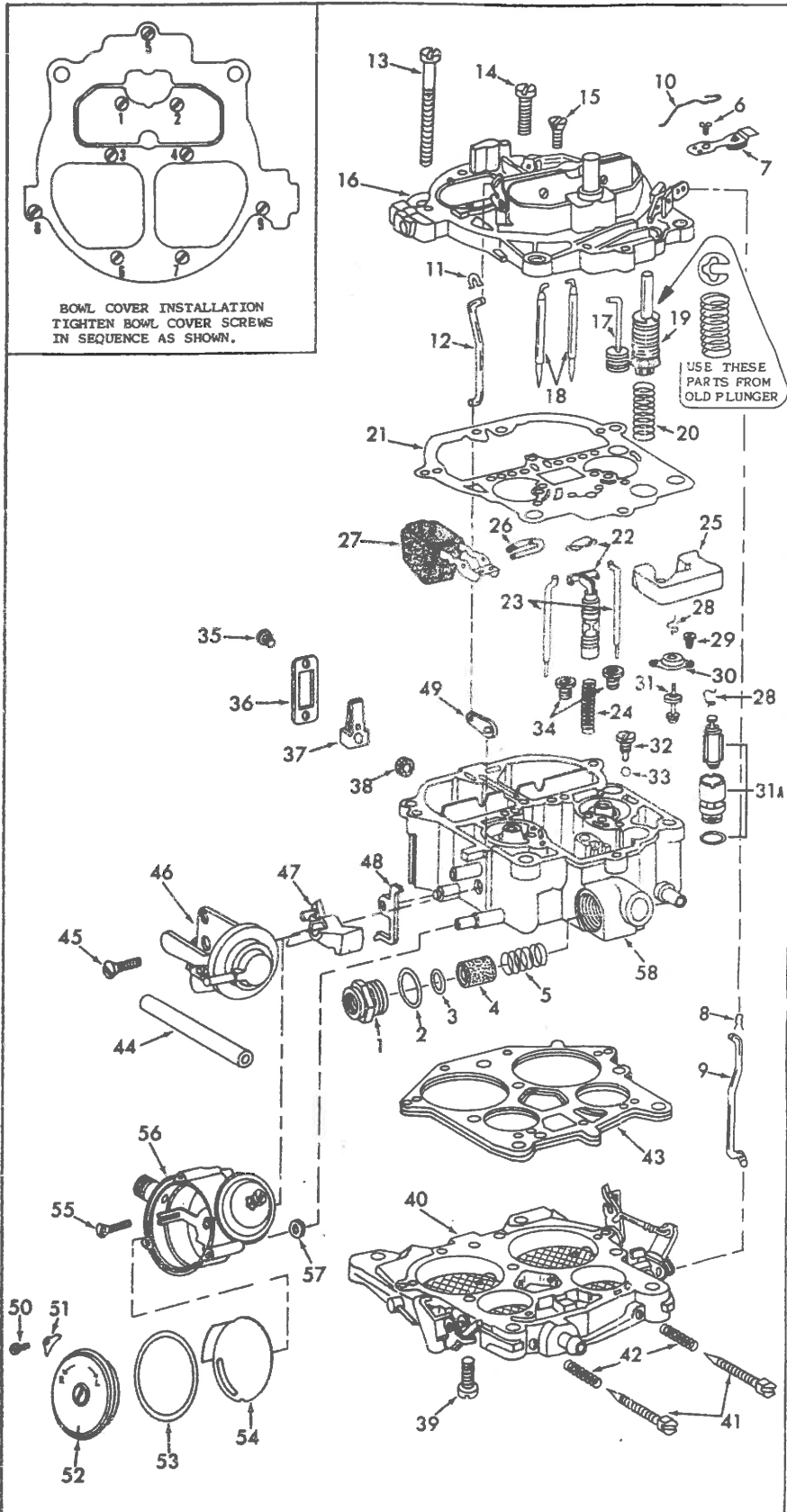
SPECIAL INSTRUCTIONS

VACUUM BREAK CONTROL AND BRACKET ASSY. (46) OR VAC. UNIT (56) INSTALLATION. BE SURE FAST IDLE CAM (47), SECONDARY LOCKOUT LEVER (48) WHEN USED, AND GASKET (57) WHEN USED, AND INTERMEDIATE CHOKE LEVER (49) ARE IN PROPER PLACE BEFORE TIGHTENING SCREW (45) OR (55).

IDLE ADJUSTING NEEDLES (41). TURN EACH NEEDLE IN TO SEAT LIGHTLY AND THEN BACK OUT 3-4 TURNS.

POWER PISTON AND METERING ROD INSTALLATION. BE CAREFUL. TO PROPERLY POSITION METERING RODS IN METERING JETS. PRESS FIRMLY DOWN ON POWER PISTON TO INSURE EITHER ENGAGEMENT OF RETAINING PIN IN THROTTLE BODY GASKET OR PROPER POSITIONING OF SPRING CLIP USED ON PISTONS IN SOME MODELS.

BOWL COVER INSTALLATION. CAREFULLY POSITION SECONDARY METERING RODS AND VENT TUBES THROUGH AIR HORN GASKET. (DO NOT FORCE.) POSSIBLE DAMAGE TO SECONDARY METERING DISC, USE SLIGHT SIDEWARD MOVEMENT TO CENTER RODS IN JETS.



ADJUSTMENTS

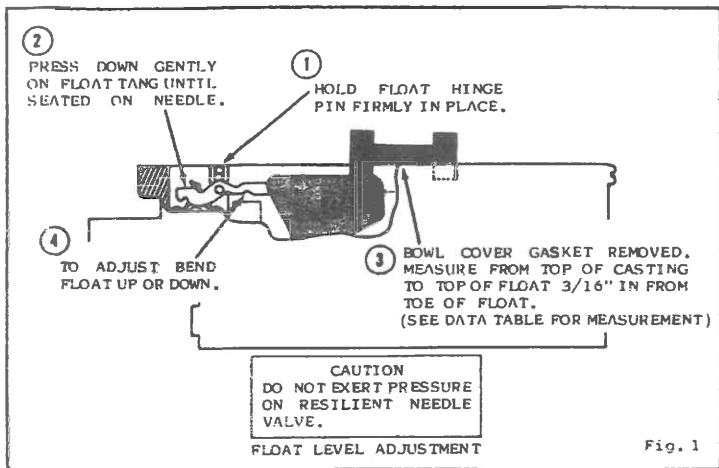


Fig. 1

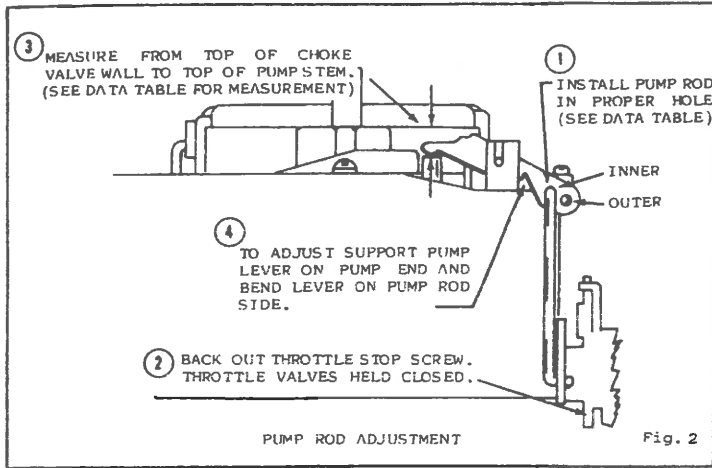


Fig. 2

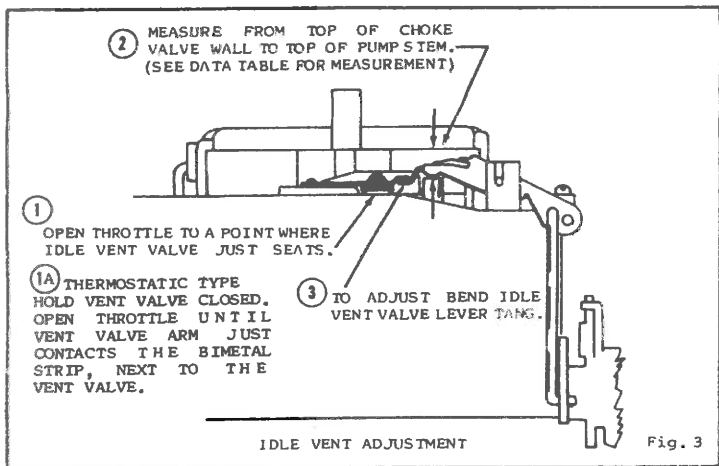


Fig. 3

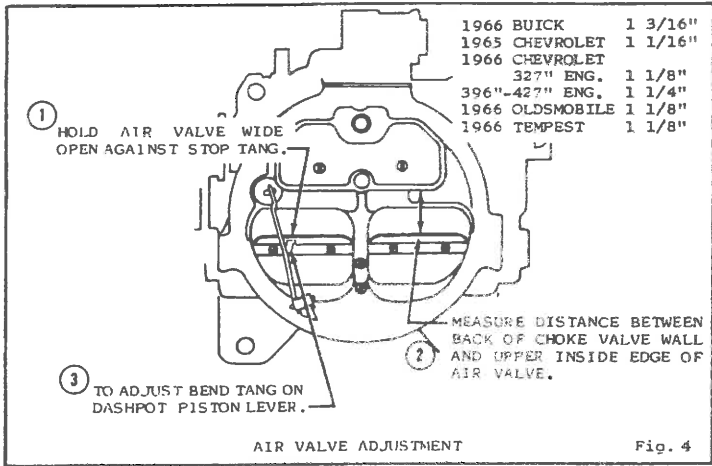


Fig. 4

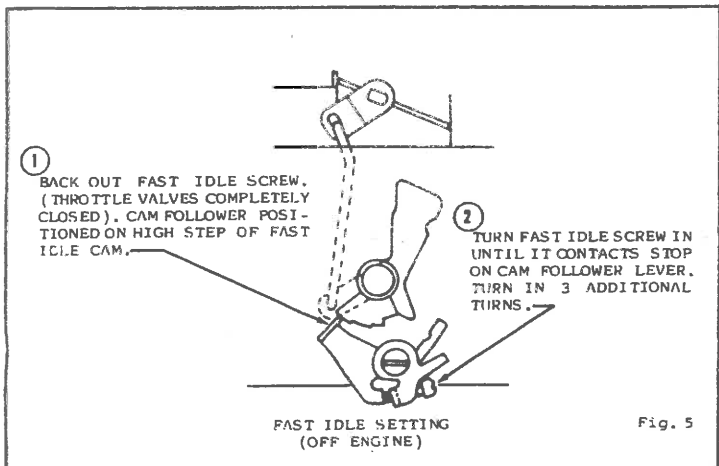


Fig. 5

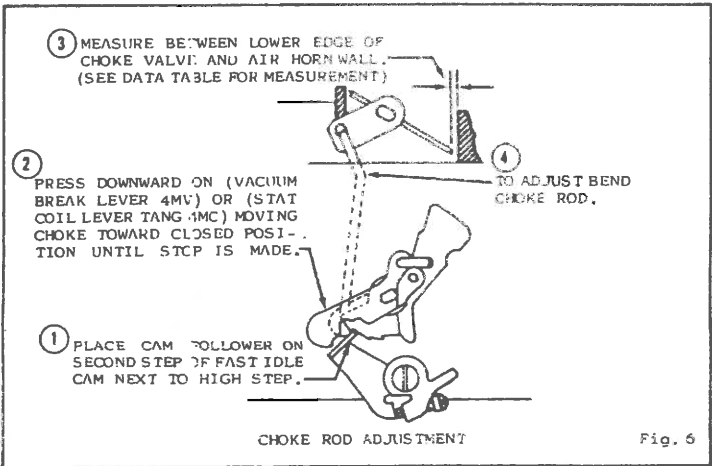


Fig. 6

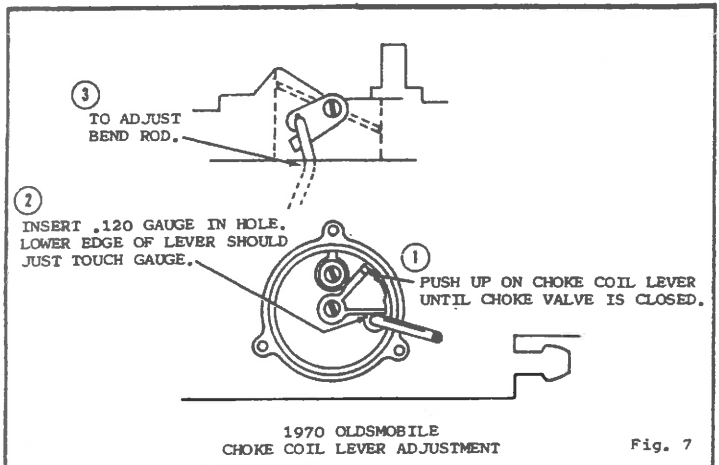


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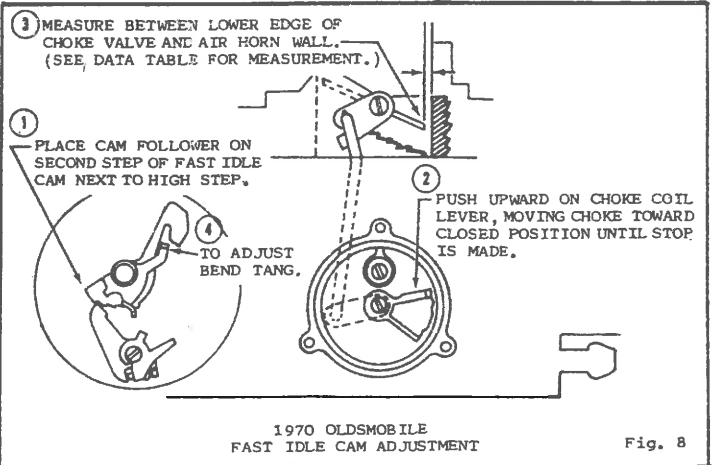
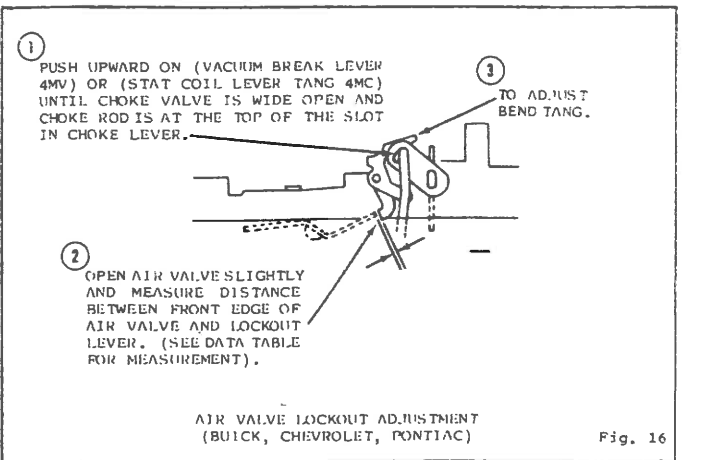
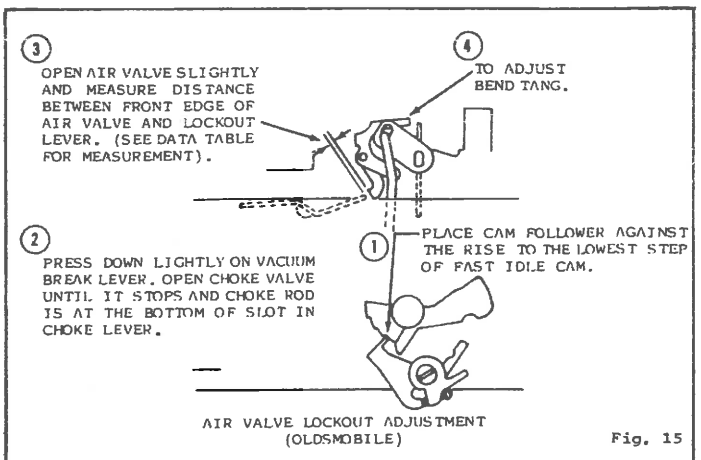
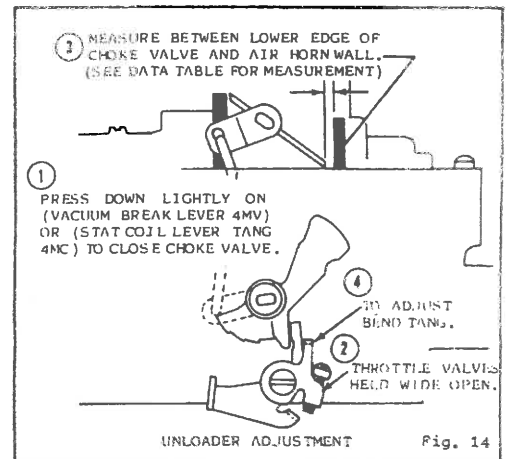
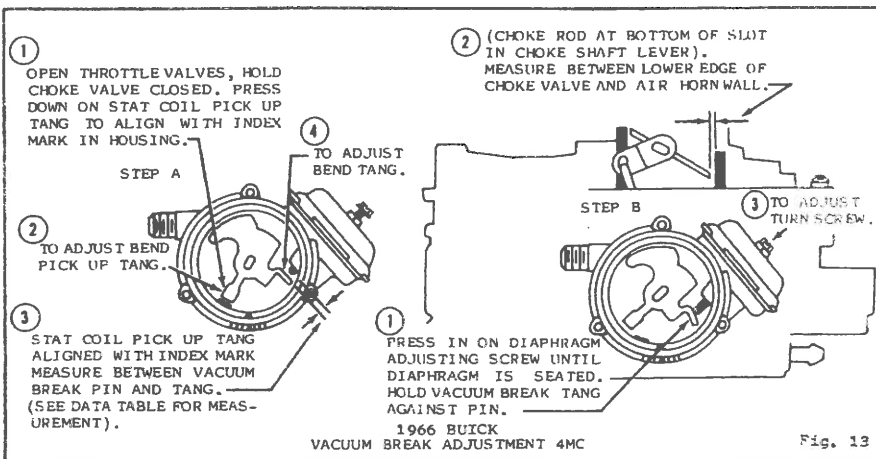
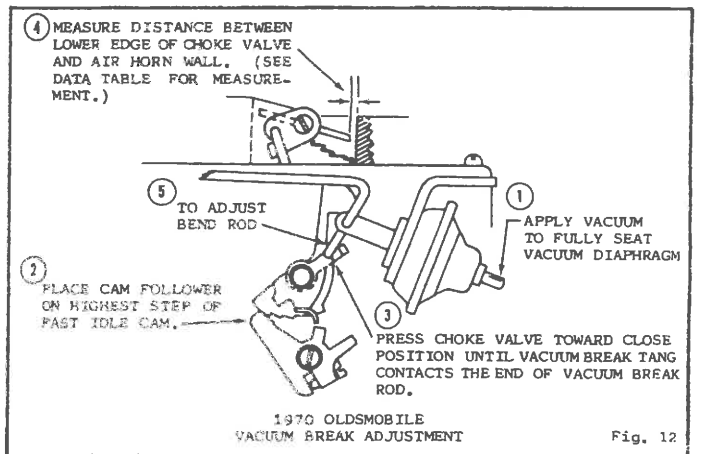
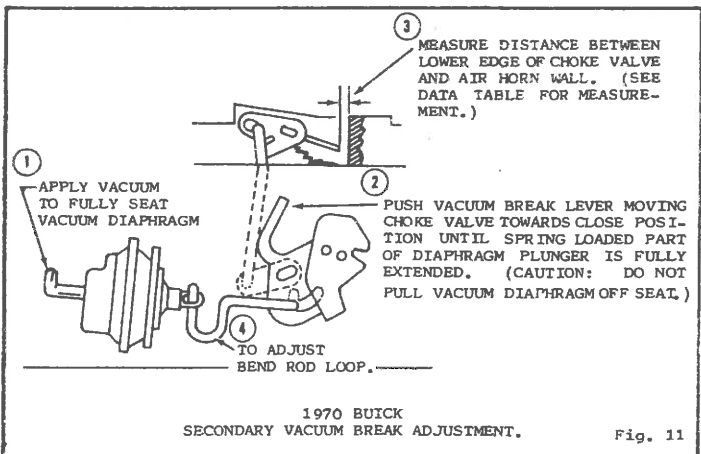
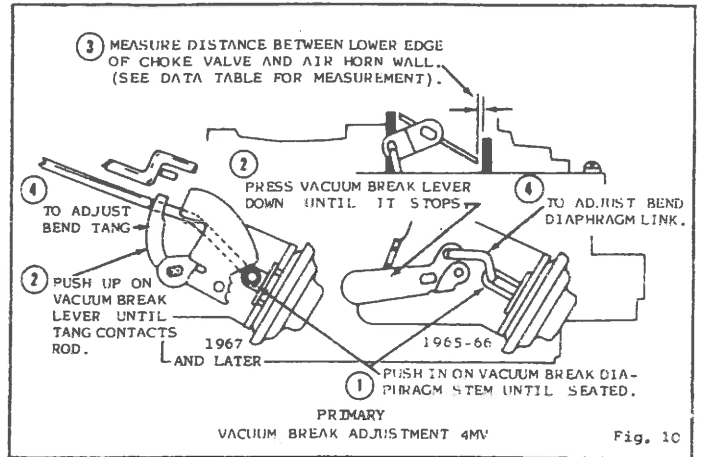
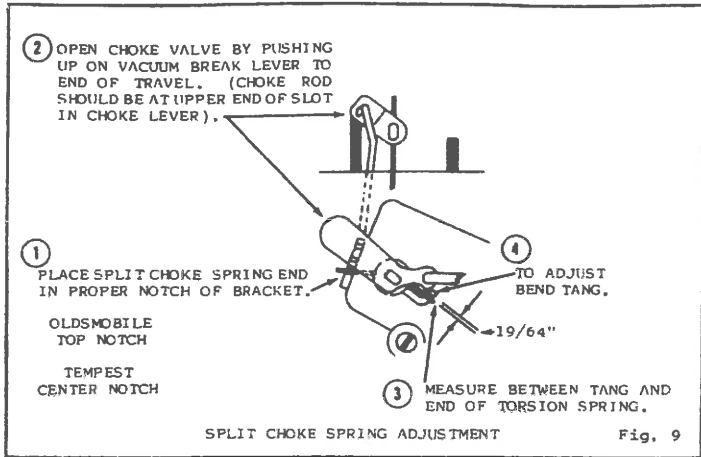
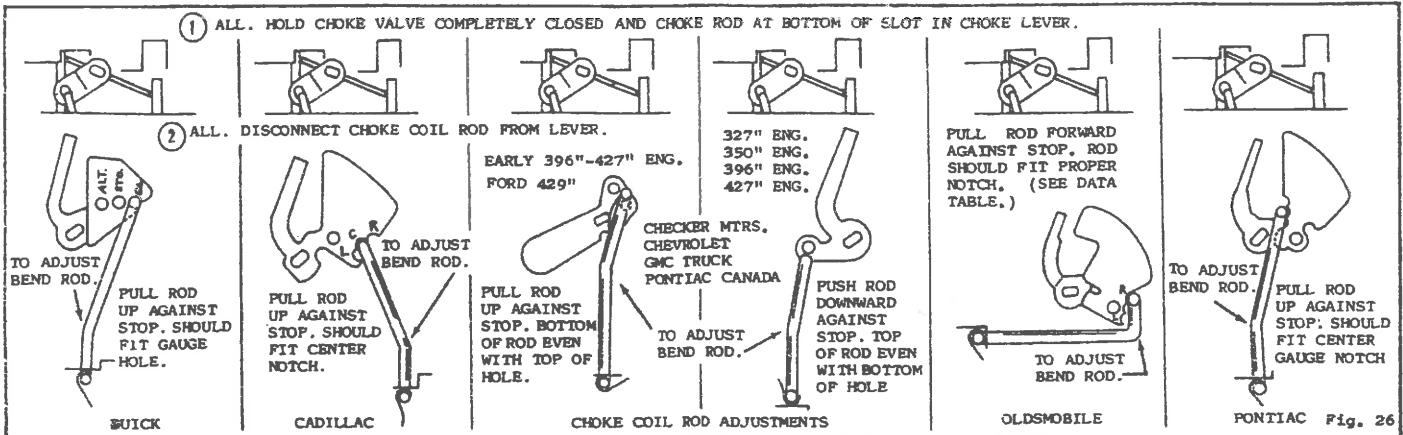
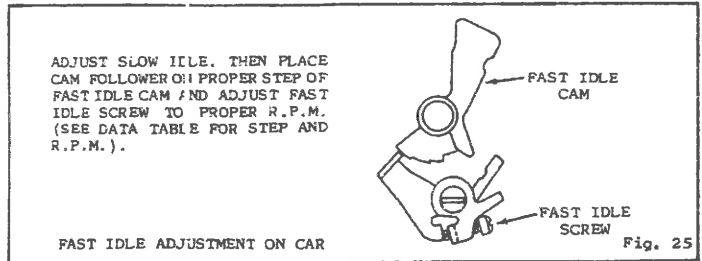
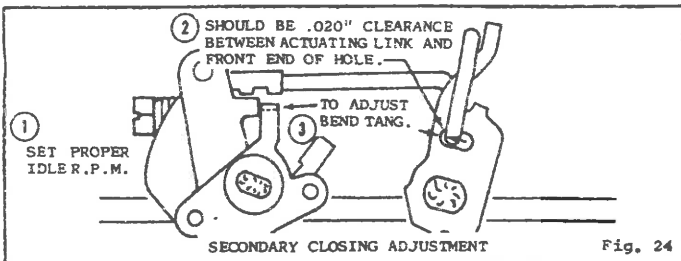
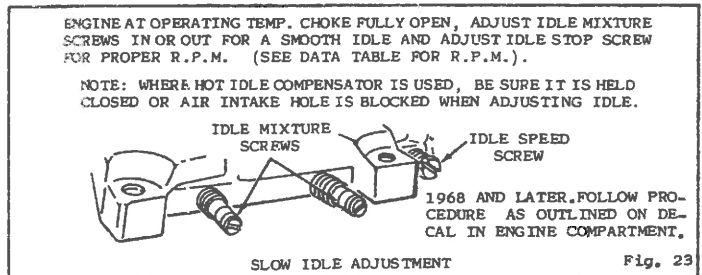
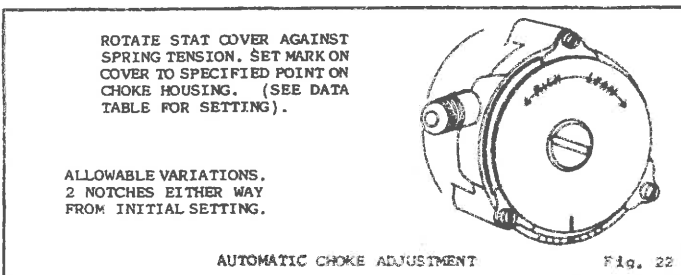
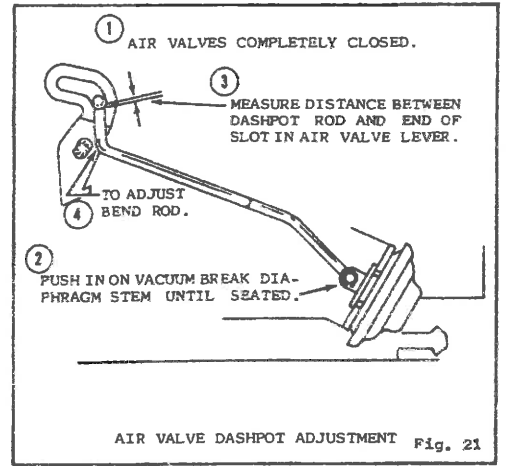
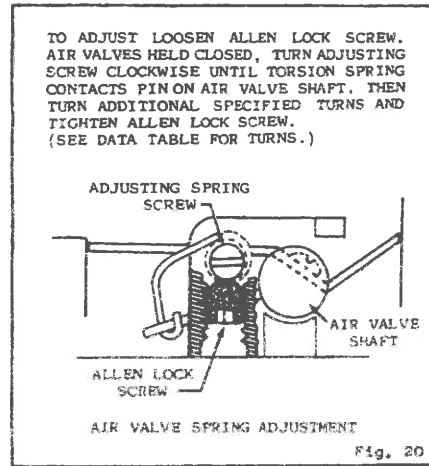
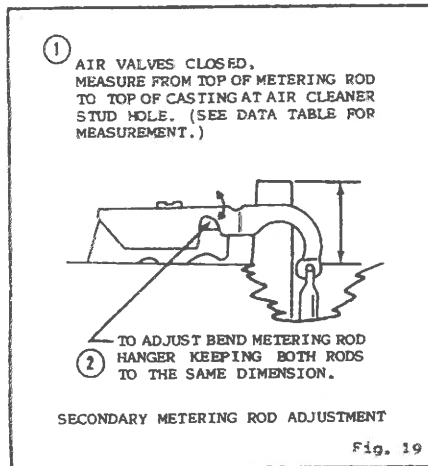
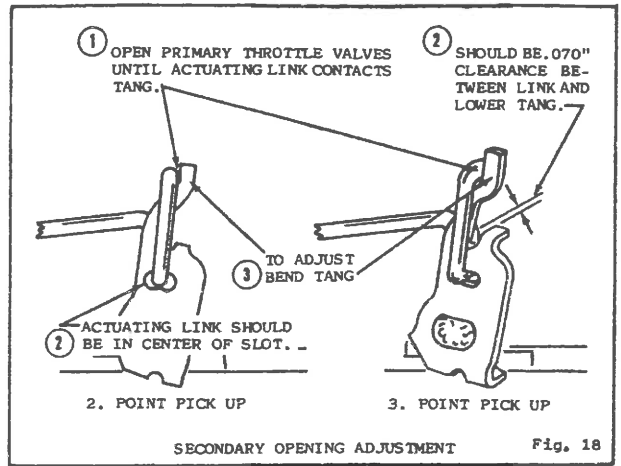
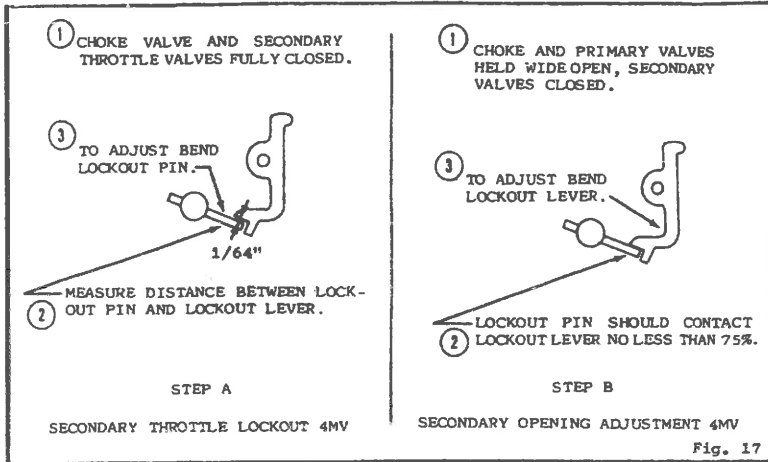


Fig. 8





Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.		Fast Idle R. P. M. In Neut.
													S/T	A/T-Dr.	
1967	Chevle-Late w/Needle & Seat 396" Eng.	All A/T 3/16" 9/32"	3/8"	3/8"	3/32" 3/32"	5/32" 1/4"	3/16" 3/16"	1/64"	27/32" 1/8"	7/8 7/8	1/64" 1/64"	Fig. 26 26	500 500	2000 H/S 2000 H/S	
1968	Chevle 327"-350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	1/4" 1/4"	17/64" 17/64"	1/64"	27/32" 27/32"	3/8 3/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1969	Chevle 350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	19/64" 19/64"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1970	Chevle 350"-396"-400"-454" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	(7/16 350" Eng.) 13/16	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1971	Chevle 350"-402"-454" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1972	Chevle 350" Eng.	All/T 1/4"	3/8"		3/32" 7/32"	7/32" 7/32"	29/64" 29/64"	1/64"			1/64"	Notch/Lever	600/450	1500 2/S 1350 2/S	
1973	Chevle 350" Eng.	All/T 1/4"			7/16" 1/4"	1/4" 1/4"	29/64" 29/64"	1/64"		1/2		Fig. 26	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1974	Chevle 350" Eng.	All/T 1/4"			7/16" 15/64"	15/64" 15/64"	29/64" 29/64"	1/64"		7/8	1/64"	Gauge Notch	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1965	Chevrolet 396" Eng.	All S/T 3/16" 9/32"	9/32"	13/32"	1/8" 3/32"	5/32" 1/4"	21/64" 21/64"	1/64"	27/32" 27/32"	1 1		Fig. 26 26	500 500	2000 H/S 2000 H/S	
1966	Chevrolet 327" Eng. & w/A.I.R.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	15/64" 15/64"	9/32" 9/32"	1/64"	53/64" 53/64"	1 1		Fig. 26 26	Note 2	2200 H/S 2200 H/S	
1967	Chevrolet 327"-350" Eng.	All A/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	3/16" 3/16"	3/16" 3/16"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	500 500	2200 H/S 2200 H/S	
1968	Chevrolet 396"-427" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	1/4" 1/4"	19/64" 19/64"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1969	Chevrolet 350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 26	600 700	2400 H/S 2400 H/S	
1970	Chevrolet 350"-400"-454" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	(7/16 350" Eng.) 13/16	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1971	Chevrolet 350"-402"-454" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1972	Chevrolet 402"-454" Eng.	All/T 1/4"	3/8"		3/32" 1/4"	1/4" 1/4"	29/64" 29/64"	1/64"			1/64"	Notch Lever	600/450	1500 2/S 1350 2/S	
1973	Chevrolet 350" Eng.	All/T 1/4"			7/16" 1/4"	1/4" 1/4"	29/64" 29/64"	1/64"		1/2		Fig. 26	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1974	Chevrolet 350" Eng.	All/T 1/4"			7/16" 15/64"	15/64" 15/64"	29/64" 29/64"	1/64"		7/8	1/64"	Gauge Notch	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1967	Chevy II 327" Eng. 350" Eng.	All A/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	13/64" 13/64"	3/16" 3/16"	1/64"	27/32" 27/32"	7/8 7/8	1/64" 1/64"	Fig. 26 26	500 500	2200 H/S 2200 H/S	
1968	Chevy II 327"-350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	17/64" 17/64"	17/64" 17/64"	1/64"	27/32" 27/32"	3/8 3/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1969	Chevy II 350" Eng.	All A/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	1/4" 1/4"	19/64" 19/64"	1/64"	27/32" 27/32"	3/8 3/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1970	Chevy II 396" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 26	600 700	2400 H/S 2400 H/S	
1968	Corvette 327" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 5/32"	1/4" 1/4"	19/64" 19/64"	1/64"	27/32" 27/32"	3/8 3/8	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1969	Corvette 350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	7/16 7/16	1/64" 1/64"	Fig. 26 26	600 700	2400 H/S 2400 H/S	
1970	Corvette 350" Eng.	All S/T 9/32" 9/32"	3/8"	3/8"	7/64" 3/32"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 26	600 800	2400 H/S 2400 H/S	
1971	Corvette 350"-454" Eng.	All/T 1/4"			7/16" 15/64"	15/64" 15/64"	29/64" 29/64"	1/64"			1/64"	Fig. 26	Note 2	1500 2/S 1350 2/S	
1972	Corvette 350" Eng.	All/T 1/4"	3/8"		3/32" 7/32"	7/32" 7/32"	29/64" 29/64"	1/64"			1/64"	Notch/Lever	600/450	1500 2/S 1350 2/S	
1973	Corvette 350" Eng. Hi. Perf.	All/T 1/4"			7/16" 7/32"	7/32" 7/32"	29/64" 29/64"	1/64"		1		Fig. 26	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1974	Corvette 350" Eng.	All/T 1/4"			7/16" 15/64"	15/64" 15/64"	29/64" 29/64"	1/64"		7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2	A/T 1600 H/S 5/T 1300 H/S	
1968	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	S/T 3/16" 7/32"	9/32"	3/8"	3/32" 3/32"	1/4" 3/16"	19/64" 19/64"	1/64"	27/32" 27/32"	7/8 7/16	1/64" 1/64"	Fig. 26 26	Note 2	2400 H/S 2400 H/S	
1969	Chevrolet Truck 350" Eng.	All/T 1/4"	5/16"	3/8"	3/32" 1/4"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	13/16 13/16	1/64" 1/64"	Fig. 26 26	700 800	2400 H/S 2400 H/S	
1970	Chevrolet Truck 350"-400" Eng. Calif.	All/T 1/4"	5/16"		7/64" 1/4"	1/4" 1/4"	29/64" 29/64"	1/64"	27/32" 27/32"	(7/16 350" Eng.) 13/16	1/64" 1/64"	Fig. 26 26	Note 2	1500 2/S 1500 2/S	
1971	Chevrolet Truck 350" Eng. 402" Eng.	All/T 1/4"			7/64" 3/32"	17/64" 17/64"	29/64" 29/64"	1/64"			1/64"	Fig. 26 26	Note 2	1500 2/S 1500 2/S	
1972	Chevrolet Truck 350" Eng. 402" Eng. Series 10-20-30 402" Eng. Series 10 402" Eng. Series 20-30	All/T 5/16" 1/4" 7/32"			3/32" 1/4" 3/32"	1/4" 1/4" 1/4"	29/64" 29/64" 29/64"	1/64"			1/64"	Fig. 26 26 26	Note 2	A/T 1500 2/S S/T 1350 2/S 1500 2/S 1500 2/S	
1973	Chevrolet Truck 350" Eng. C, K, P., 20, 30 & G. F., 30 Mtr. Home 350" Eng. G-10 454" Eng.	All/T 11/32" 1/4" 1/4"			7/16" 7/32" 7/16"	7/32" 7/32" 7/32"	29/64" 29/64" 29/64"	1/64"		1/2 1/2 11/16		Fig. 26 26 26	Note 2	A/T 1600 H/S 5/T 1300 H/S 5/T 1300 H/S A/T 1600 H/S	

Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.		Fast Idle R. P. M. in Neut.	
													S/T	A/T-Dr.		
1971	Oldsmobile 350" Eng. 455" Eng. Std. 4-4-2 455" Eng.	A/I/T	1/4"	---	9/64"	7/32"	13/64"	1/64"	---	1/2	1/32"	Center Notch	750	---	1050 L/S	
		A/I/T	1/4"	---	9/64"	7/32"	13/64"	1/64"	---	3/4	1/32"	Center Notch	---	600	1050 L/S	
1972	Oldsmobile 350" Eng. 455" Eng. 4-4-2 455" Eng.	A/I/T	1/4"	---	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Center Notch	750	---	1050 L/S	
		A/I/T	1/4"	---	11/64"	13/64"	13/64"	1/32"	---	3/4	3/64"	Center Notch	---	650	1050 L/S	
1973-74	Oldsmobile 350" Eng. 455" Eng. Commercial 455" Eng. Hi. Perf. Calif.	A/I/T	1/4"	---	15/64"	7/32"	13/64"	1/32"	---	3/4	3/64"	Center Notch	---	600	1050 L/S	
		A/I/T	1/4"	---	15/64"	9/32"	13/64"	1/32"	---	3/4	3/64"	Index	Note 2	---	1100 L/S	
1967	Pontiac 400" 428" Eng. & w/A.I.R. & w/A. I. R.	A/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	---	600	2500 H/S
		S/T	3/16"	9/32"	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	---	2500 H/S
1968	Pontiac 400" 428" Eng.	A/T	1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	---	2500 H/S
		S/T	1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	---	2500 H/S
1969	Pontiac 350" 400" 428" Eng.	A/I/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	Center Notch	1000	650	2300 H/S	
		A/I/T	9/32"	---	3/8"	3/32"	15/64"	---	---	---	---	Center Notch	950	650	2000 H/S	
1970	Pontiac 400" 455" Eng.	A/I/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	---	Center Notch	600	700	2000 H/S	
		A/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
1971	Pontiac 400" 455" Eng. & 455" Eng. Std.	A/I/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
		A/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
1972	Pontiac 400" 455" Eng. Hi. Perf.	A/T	1/4"	7/16"	---	7/64"	19/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
		S/T	1/4"	7/16"	---	7/64"	21/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
1973-74	Pontiac 400" 455" Eng. Hi. Perf.	A/T	13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
		A/T	13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	---	Center Notch	Note 2	---	1500 2/S	
1967	Pontiac Canada 327" Eng. 396" 427" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	---	500	2200 H/S
		S/T	9/32"	9/32"	3/8"	3/32"	13/64"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	500	---	2200 H/S
1968	Pontiac Canada 327" Eng. 396" 427" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
		S/T	9/32"	9/32"	3/8"	3/32"	1/4"	21/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
1970	Pontiac Canada 350" 454" Eng. 400" 455" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
		S/T	1/4"	5/16"	---	7/64"	1/4"	29/64"	---	27/32"	7/8	1/64"	Fig. 26	Note 2	---	2400 H/S
1966	Tempest 230" Eng. Late 230" Eng.	A/I/T	7/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	---	Fig. 26	600	500	2900 H/S
		A/I/T	7/32"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	500	2600 H/S
1967	Tempest 230" Eng. Late 230" Eng.	A/I/T	3/16"	9/32"	3/8"	5/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	500	2800 H/S
		A/T	3/16"	9/32"	3/8"	3/64"	5/32"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	---	600	2500 H/S
1968	Tempest 250" Eng. All 350" 400" Eng.	A/I/T	3/16"	9/32"	3/8"	3/32"	15/64"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	---	2500 H/S
		A/T	1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	---	2500 H/S
1968-69	Tempest 400" Eng. Ram Air Carb. No. 7028270-273	A/T	1/4"	9/32"	3/8"	3/32"	15/64"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	---	2800 H/S
		S/T	1/4"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	---	2800 H/S
1969	Tempest 250" Eng. 350" 400" 428" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	---	2800 H/S
		S/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	---	2800 H/S
1970	Tempest 400" Eng. Ram Air 400" 455" Eng.	A/I/T	9/32"	1/4"	3/8"	3/32"	1/4"	19/64"	---	53/64"	1/2	1/32"	Center Notch	Note 2	---	2800 H/S
		A/I/T	9/32"	---	3/8"	7/64"	1/4"	---	---	---	---	Center Notch	1050	750	2500 H/S	
1971	Tempest 400" Eng. & 455" Eng. Std.	A/I/T	9/32"	---	3/8"	7/64"	13/32"	---	---	---	---	Center Notch	950	650	2000 H/S	
		A/I/T	9/32"	---	---	3/32"	15/64"	---	1/64"	---	---	Center Notch	600	700	2000 H/S	
1972	Tempest/Lemans 400" Eng.	A/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	5/8	1/32"	Fig. 26	Note 2	---	1500 2/S
		S/T	1/4"	13/32"	---	7/64"	21/64"	5/16"	1/64"	---	11/16	1/32"	Fig. 26	Note 2	---	1500 2/S
1972	Tempest/Lemans 455" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"	---	7/64"	13/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	---	1500 2/S
		A/T	1/4"	7/16"	---	7/64"	21/64"	5/16"	1/64"	---	7/16	1/32"	Fig. 26	Note 2	---	1500 2/S
1973	Tempest 400" Eng. Altitude 455" Eng.	A/T	13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	1/2	1/32"	Index	Note 2	---	1500 2/S
		A/T	13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	---	1500 2/S
1974	Tempest/Lemans 350" Eng. 400" Eng. Altitude 455" Eng.	A/T	13/32"	---	---	13/64"	19/64"	5/16"	1/64"	---	5/8	1/32"	Index	Note 2	---	1500 2/S
		A/T	13/32"	---	---	13/64"	17/64"	5/16"	1/64"	---	9/16	1/32"	Index	Note 2	---	1500 2/S

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

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

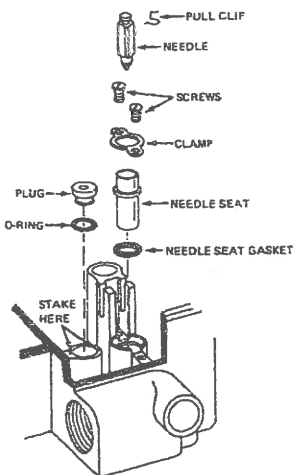
*Inner Hole Of Pump Lever
 **Outer Hole of Pump Lever
 ***Fast Idle Cam Adj. Olds.

L/S = Low Step
 H/S = High Step
 2/S = Second Step
 3/S = Third Step

Increase Idle 75 RPM on A/C Units with A/C on.
 Increase Idle 75 RPM on Cars with A. I. R.

SPECIAL INSTRUCTIONS

To replace the conventional diaphragm and needle assembly with the new needle and seat assembly, proceed as follows:



- (1) Remove diaphragm and needle assembly.
- (2) Install O-ring on plug (oil lightly). Install assembly into fuel stand pipe. Use a flat punch and hammer, drive plug in flush with top edge of stand pipe. Secure plug by staking top edge of stand pipe in two places.
- (3) Install gasket on needle seat, then insert into diaphragm channel and secure in place with new clamp and existing screws.
- (4) Install needle, pull clip and float. Set float level to 1/8".