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. S/T	Slow Idle R. P. M. A/T-Dr.	Fast Idle R. P. M. in Neut.
1967	Acadian 327" 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		600	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
1970	Acadian 350"-396"-400"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26		600	1800 2/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	(13/16 all/others)	1/64"	Fig. 26	700		1500 2/S
1967	Beaumont	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	1/64"	29/32"	7/8	1/64"	Fig. 26		500	2200 H/S
	327" Eng.	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
	Blazer See Chevrolet															
1966	Buick-400"-425" Eng. w & w/o A.I.R.	A/T	1/4"	9/32"*	3/8"	9/64"	A-3/32" B-15/64"	21/64"	1/32"	53/64"	5/8	----	Index		500	600 L/S
1967	Buick-400" Eng.	A/T	7/32"	13/32"**	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge		550	850 L/S
	& w/A.I.R.	S/T	7/32"	9/32"*	3/8"	1/8"	7/32"	21/64"	----	53/64"	5/8	1/32"	Notch	550		850 L/S
	430" Eng. wo/A.I.R.	A/T	9/32"	9/32"*	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch		550	850 L/S
	w/A.I.R.	A/T	9/32"	13/32"**	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Notch		550	850 L/S
1967	Buick-Late w/Needle & Seat 400" Eng.	A/T	1/4"	13/32"**	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	----	550	850 L/S
		S/T	1/4"	9/32"*	3/8"	1/8"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	550		850 L/S
	430" Eng.	A/T	5/16"	9/32"*	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	----	550	850 L/S
1968	Buick-350" Eng.	A/T	5/16"	13/32"**	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		850 L/S
		S/T	5/16"	13/32"**	1/2"	1/8"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
	400"-430" Eng.	A/T	See Note 1		1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		850 L/S
	400" Eng.	S/T	7/16"	13/32"**	1/2"	9/64"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
1968	Buick-400" Eng. 7028245	A/T	7/32"	13/32"**	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
	7028247	S/T	7/32"	13/32"**	1/2"	9/64"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
	430" Eng. 7028248	A/T	7/32"	13/32"**	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		700 L/S
1969	Buick-350" Eng.	A/T	5/16"	13/32"**	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch			820 L/S
		S/T	5/16"	13/32"**	1/2"	1/8"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		720 L/S
	400"-430" Eng.	A/T	3/8"	13/32"**	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		620 L/S
	Riviera 430" Eng.	A/T	5/16"	13/32"**	1/2"	1/6"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Gauge Notch	Note 2		620 L/S
	Riviera 430" Eng. and Electra 400" Eng.	S/T	3/8"	13/32"**	1/2"	9/64"	7/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	Note 2		720 L/S
1970	Buick-350" Eng.	A/T	5/16"	13/32"**	----	1/8"	Pri. 11/64" Sec.5/32"	11/32"	3/64"	53/64"	1/2	1/32"	Gauge Notch	----	600	650 L/S
		S/T	5/16"	13/32"**	----	1/8"	7/32"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	----	720 L/S
	455" Eng.	A/T	3/8"	9/32"*	----	1/8"	Pri.3/16" Sec.5/32"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	----	600	650 L/S
		S/T	3/8"	9/32"*	----	1/8"	Pri.7/32" Sec.13/64"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	----	720 L/S
	455" Eng. GS Stage 1 Opt.	All/T	5/16"	9/32"*	----	1/8"	Pri.13/64"	11/32"	----	53/64"	1/2	1/32"	Gauge Notch	700	600	650 L/S
1971	Buick 350" Eng.	All/T	15/32"	9/32"*	----	1/8"	Pri.11/64" Sec.5/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	----	800	650 L/S
														800	----	820 L/S
	455" Eng.	A/T	13/32"	9/32"*	----	1/8"	Pri.3/16" Sec.5/32"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	----	600	850 L/S
		S/T	13/32"	9/32"*	----	1/8"	Pri.7/32" Sec.13/64"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	700	----	720 L/S
1972	Buick 350" Eng.	A/T	15/32"	13/32"**	----	1/8"	7/64"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	----	650/500	700 L/S
		S/T	15/32"	9/32"*	----	1/8"	7/64"	21/64"	----	----	1/2	1/32"	Gauge Notch	800/600	----	820 L/S
	455" Eng.	All/T	13/32"	7/16"*	----	1/8"	Pri.13/64" Sec.3/16"	21/64"	----	53/64"	1/2	1/32"	Gauge Notch	----	650/500	700 L/S
														900/600		920 L/S
1973	Buick 350" Eng. All/Models	All/T	15/32"	*	----	1/8"	Pri.11/64" Sec.5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Gauge Notch	Note 2		A/T700D L/S S/T820 L/S
	455" Eng.	A/T	13/32"	*	----	1/8"	Pri.7/32" Sec.5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2		700D L/S
		S/T	13/32"	*	----	1/8"	Pri.7/32" Sec.13/64"	21/64"	1/64"	53/64"	7/16	1/32"	Gauge Notch	Note 2		920 L/S
	455" Eng. w/stage 1	All/T	13/32"	*	----	1/8"	Pri.13/64" Sec.3/16"	21/64"	1/64"	53/64"	7/16	1/64"	Gauge Notch	Note 2		700D L/S
1974	Buick 350" Eng. All/Models	A/T	15/32"	**	----	1/8"	Pri.11/64" Sec.5/32"	21/64"	----	----	11/16	1/32"	Gauge Notch	Note 2		700D 3/S
	455" Eng.	A/T	13/32"	*	----	1/8"	Pri.7/32" Sec.5/32"	21/64"	----	----	7/16	1/32"	Gauge Notch	Note 2		700D 3/S
	455" Eng. w/stage	A/T	13/32"	*	----	1/8"	Pri.13/64" Sec.3/16"	21/64"	----	----	7/16	1/32"	Gauge Notch	Note 2		700D 3/S
1967	Cadillac ALL		1/4"	11/32"**	----	3/32"	3/16"	5/16"	1/64"	7/8"	1/4	1/32"	Center Notch	----	500-N	750 L/S
1968	Cadillac-Exc. Eldorado		1/4"	11/32"**	----	3/32"	13/64"	5/16"	1/32"	55/64"	1/2	1/32"	Center Notch	Note 2		1900 H/S
	Eldorado		11/32"	11/32"**	----	3/32"	13/64"	5/16"	1/32"	55/64"	7/16	1/32"	Center Notch	Note 2		1900 H/S
1969	Cadillac Exc. Eldorado		1/4"	11/32"**	----	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	----	550-N	1900 H/S
	Eldorado		3/8"	11/32"**	----	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	----	550-N	1900 H/S
1970	Cadillac ALL	A/T	1/4"	11/32"**	----	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch		600	1950 H/S
1971	Cadillac ALL	A/T	1/4"	11/32"**	----	3/32"	1/4"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	Note 2		1750 H/S
1972	Cadillac 472", 500" Eng.	All	1/4"	9/32"**	----	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	----	600/400	1950 H/S
	Except 7042232		11/32"	9/32"**	----	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	----	600/400	1950 H/S
	Except 7042236-239		3/8"	9/32"**	----	9/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Gauge Notch	----	600/400	1950 H/S
1973	Cadillac 472" Eng. Std.	All	1/4"	* **Calif.	----	3/32"	13/64"	5/16"	1/32"	----	5/16	1/32"	Gauge Notch	Note 2		1900 H/S
	(7043233) Commercial	All	5/16"	**	----	3/32"	3/16"	5/16"	1/32"	----	5/16	1/32"	Gauge Notch	Note 2		1900 H/S
	500" Eng. Eldorado		3/8"	* **Calif.	----	3/32"	7/32" 13/64"Calif	5/16"	1/32"	----	3/8	1/32"	Gauge Notch	Note 2		1900 H/S
1974	Cadillac 472" Std.	A/T	1/4"	*	----	7/64"	3/16"	19/64"	1/32"	----	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
	(7044233) Commercial	A/T	9/32"	**	----	7/64"	3/16"	19/64"	1/32"	----	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
	(7044234) Altitude	A/T	1/4"	**	----	3/32"	13/64"	19/64"	1/32"	----	5/16	1/32"	Gauge Notch	Note 2		1200 2/S
	500" Eng. Eldorado	A/T	3/8"	*	----	7/64"	13/64"	19/64"	1/32"	----	1/2	1/32"	Gauge Notch	Note 2		1200 2/S
	(7044235) Altitude	A/T	3/8"	**	----	3/32"	13/64"	19/64"	1/32"	----	3/8	1/32"	Gauge Notch	Note 2		1200 2/S
1967	Camaro 327"-350" Eng.	All A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	wo/A.I.R.	S/T	9/32"	9/32"*	3/8"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	w/A.I.R.	S/T	9/32"	9/32"*	3/8"	7/64"	15/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
1967	Camaro 396" Eng.	A/T	9/32"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
		S/T	9/32"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
1967	Camaro 396" Eng.	A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	w/Needle & Seat	S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	550	----	2000 H/S
1968	Camaro 327"-350" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
	327"-350" Eng.	S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
	396" 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
	396"-427" Eng.	S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Camaro 350" Eng.	A/T	7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	7/32"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	396" Eng.	A/T	1/4"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	1/4"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	800	----	2400 H/S
1970	Camaro 350"-396" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	----	600	1800 2/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	(13/16 396" Eng.)	1/64"	Fig. 26	700	----	1500 2/S
1971	Camaro 350"-402" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1500 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1973	Camaro 350" Eng. Hi Perf.	All/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	----	1	----	Fig. 28	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1974	Camaro 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1967	Checker Motors - 327" Eng.		9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	650	----	2200 H/S
1968	Checker Motors - 327" Eng.		1/4"	9/32"*	3/8"	3/32"	3/16"	17/64"	----	27/32"	7/8	1/64"	Fig. 26	550	650-D	2200 H/S
1969	Checker Motors - 350" Eng.	A/T	7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	600	2400 H/S
1972	Checker Motors 350" Eng.	A/T	3/16"	*	----	3/32"	7/32"	29/64"	----	----	----	1/64"	Fig. 26	Note 2		1500 2/S
1973	Checker Motors 350" Eng.	A/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		1600 H/S
1974	Checker Motors 350" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
1977	Checker Mtrs. 350" Eng. (Aero Bus)	All/T	11/32"	9/32"*	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note-2		1600 H/S
1967	Chevelle 327" Eng. 350" Eng. All	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	wo/A.I.R.	S/T	9/32"	9/32"*	3/6"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	w/A.I.R.	S/T	9/32"	9/32"*	3/8"	7/64"	15/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	396" Eng. & w/A.I.R.	A/T	9/32"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	& w/A.I.R.	S/T	9/32"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S

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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. S/T	Slow Idle R. P. M. A/T-Dr.	Fast Idle R. P. M. In Neut.
1967	Chevelle-Late w/Needle & Seat															
	396" Eng.	All A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	600	2000 H/S
		All S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	550	----	2000 H/S
1968	Chevelle 327" -350" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
		AllS/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
	Hi. Perf. 327" Eng.	S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
	396"-427" 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	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Chevelle 350" Eng.	A/T	7/32"	6/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	7/32"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	396" Eng.	A/T	1/4"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	1/4"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	600	----	2400 H/S
1970	Chevelle 350"-396"-400"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	----	600	1800 2/S
		S/T	1/4"	5/16"	----	7/64"	3/32"	29/64'	----	----	(13/16 all/others)	1/64"	Fig. 26	700	----	1600 2/S
1971	Chevelle 350"-402"-454" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1600 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1972	Chevelle 350" Eng.	All/T	1/4"	3/8"	----	3/32"	7/32"	29/64"	----	----	----	1/64"	Notch/Lever	----	600/450	1600 2/S
														900/450	----	1350 2/S
	402"-454" Eng.	All/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Notch/Lever	----	600/450	1500 2/S
														750/450	----	1350 2/S
1973	Chevelle 350" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1974	Chevelle 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300H/S
	400" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		A/T1600 H/S
	454" Eng.	S/T	3/8"	*	----	7/16"	1/4"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		S/T1300 H/S
1965	Chevrolet 396" Eng.	A/T	3/16"	9/32"*	13/32"	1/8"	5/32"	21/64"	----	27/32"	1	----	Fig. 26	----	500	2000 H/S
		S/T	3/16"	9/32"*	13/32"	1/8"	1/4"	21/64"	----	27/32"	1	----	Fig. 26	500	----	2000 H/S
1966	Chevrolet 327" Eng. & w/A.I.R.	A/T	9/32"	9/32"*	3/8"	7/64"	15/64"	9/32"	1/64"	53/64"	1	----	Fig. 26	----	500	2200 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	15/64"	9/32"	----	53/64"	1	----	Fig. 26	500	----	2200 H/S
	396"-427" Eng. & w/A.I.R.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	5/16"	1/64"	27/32"	1	----	Fig. 26	----	500	2200 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	5/16"	----	27/32"	1	----	Fig. 26	600	----	2200 H/S
1967	Chevrolet 327"-350" Eng.	AllA/T	9/32"	9/32"*	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	w/o/A.I.R.	S/T	9/32"	9/32"*	3/8"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	& w/A.I.R.	S/T	9/32"	9/32"*	3/8"	7/64"	15/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	396"-427" Eng. & w/A.I.R.	A/T	9/32"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	& w/A.I.R.	S/T	9/32"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
1967	Chevrolet-Late w/Needa & Seat															
	396"-427" Eng.	All A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2000 H/S
		All S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	550	----	2000 H/S
1968	Chevrolet 327"-350" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1968	Chevrolet 396"-427" 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
	(Std. & Hi Perf.)	S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Chevrolet 350" Eng.	A/T	7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	7/32"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	427" Eng.	A/T	1/4"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	1/4"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	800	----	2400 H/S
1970	Chevrolet 350"-400"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	----	600	1800 2/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	(13/16 all/others)	1/64"	Fig. 26	700	----	1500 2/S
1971	Chevrolet 350"-402"-454" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1500 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1972	Chevrolet 402"-454" Eng.	All/T	1/4"	3/8"	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Notch Lever	----	600/450	1600 2/S
														750/450	----	1350 2/S
1973	Chevrolet 350" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1974	Chevrolet 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	400" Eng.	A/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600
	454" Eng.	A/T	3/8"	*	----	7/16"	1/4"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1600
1967	Chevy II 327" Eng. 350" Eng.	All A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
	w/o/A.I.R.	S/T	9/32"	9/32"*	3/8"	3/32"	13/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
	w/A.I.R.	S/T	9/32"	9/32"*	3/8"	7/64"	15/64"	3/16"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
1968	Chevy II 327"-350" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
	Hi. Per. 327" Eng.	S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Chevy II 350" Eng.	A/T	7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	7/32"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	396" Eng.	A/T	1/4"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	1/4"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	800	----	2400 H/S
1970	Chevy II 396" Eng.	A/T	1/4"	5/16"*	----	3/32"	1/4"	29/64"	----	----	13/16"	1/64"	Fig. 26	----	600	1800 2/S
		S/T	1/4"	5/16"*	----	3/32"	9/32"	29/64"	----	----	13/16"	1/64"	Fig. 26	700	----	1500 2/S
1968	Corvette 327" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
	Std. & Hi. Perf.	S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
	Hi. Perf. 427" 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	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Corvette 350" Eng.	A/T	7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	----	----	2400 H/S
		S/T	7/32"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	350" Eng. Hi. Perf.	S/T	3/16"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	750	----	2400 H/S
	427" Eng. Hi. Perf.	A/T	1/4"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	----	600	2400 H/S
		S/T	1/4"	5/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	800	----	2400 H/S
1970	Corvette 350" Eng.	All/T	3/16"	5/16"	----	7/64"	9/32"	29/64"	----	----	13/16	1/64"	Fig. 26	----	----	1500 2/S
1971	Corvette 350"-454" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1500 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1972	Corvette 350" Eng.	All/T	1/4"	3/8"*	----	3/32"	7/32"	29/64"	----	----	----	1/64"	Notch/Lever	----	600/450	1600 2/S
														900/450	----	1350 2/S
	454" Eng.	All/T	1/4"	3/8"*	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Notch/Lever	----	600/450	1500 2/S
														750/450	----	1350 2/S
1973	Corvette 350" Eng. Hi. Perf.	All/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	----	1	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	1/4"	*	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1974	Corvette 350" Eng.	All/T	1/4"	*	----	7/16"	15/64"	29/64"	----	----	7/8 (1, Hi. Perf.)	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	3/8"	*	-----	7/16"	1/4"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1968	Chevrolet Truck															
	1/2-3/4 Ton - 396" Eng.	S/T	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	Chevrolet Truck 350" Eng.		7/32"	5/16"*	3/8"	3/32"	3/16"	29/64"	----	27/32"	7/16	1/64"	Fig. 26	700	----	2400 H/S
	396" Eng.		1/4"	6/16"*	3/8"	3/32"	1/4"	29/64"	----	27/32"	13/16	1/64"	Fig. 26	800	----	2400 H/S
1970	Chevrolet Truck 350"-400" Eng.		11/32"	----	----	7/64"	1/4"	----	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	Note 2		1500 2/S
	Calif.		1/4"	----	----	7/64"	1/4"	---- *	----	----	(13/16 400 " Eng.)	1/64"	Fig. 26	Note 2		1500 2/S
1971	Chevrolet Truck 350" Eng.		1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	----	1500 2/S
	402" Eng.		11/32"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	----	1600 2/S
1972	Chevrolet Truck 350" Eng.	All/T	3/16"	*	----	3/32"	7/32 "	29/64"	----	----	----	1/64"	Fig. 26	Note 2		A/T1600 2/S
																S/T1350 2/S
	402" Eng. Series 10-20-30	S/T	5/16"	*	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Fig. 26	Note 2		1350 2/S
	402" Eng. Series 10	A/T	1/4"	*	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Fig. 26	Note 2		1500 2/S
	402" Eng. Series 20-30	A/T	7/32"	*	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Fig. 26	Note 2		1500 2/S
1973	Chevrolet Truck 350" Eng.															
	C, K, P, -20, 30 & G, P, -30 Mtr. Home		11/32"	*	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	350" Eng. G-10	All/T	1/4"	*	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All	1/4"	*	----	7/16"	1/4" 9/32"Calif.	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600 H/S

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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. S/T	Slow Idle R. P. M. A/T-Dr.	Fast Idle R. P. M. In Neut.
1974	Chevrolet Truck 350" Eng.	All/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	7/6	1/64"	Gauge Notch	Note 2		A/T1600 S/T1300
	350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514	All/T	11/32"	•	----	7/16"	7/32"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600
	400" Eng.	A/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600
	454" Eng.	All/T	3/8"	•	----	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1700
*975-76	Chevrolet Truck 350" Eng.	All/T	11/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600P
	Calif. 350" Eng.	All/T	11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Carb. No. 7045225		11/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Carb. No. 7045229		15/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Calif.		11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
1975	454" Eng.		3/8"	9/32"•	----	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1000 2/S
1976-77	454" Eng.		3/8"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1700N
1977	Chevrolet Truck 350" Eng. Calif.		11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
	Calif. w/Carb. No. 17057514		11/32"	9/32"•	----	7/32"†	1/8"†	15/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600 H/S
	350" Eng. Federal		11/32"	9/32"•	----	7/32"†	7/64"†	13/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
	400" Eng.	A/T	11/32"	9/32"•	----	7/32"†	1/6"†	7/32"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
1978	Chevrolet Truck															
	350" Eng. Fed.	All/T	15/32"	9/32"	----	17/64"†	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	400" Eng. Fed.															
	Carb. No. 17058229	A/T	15/32"	9/32"	----	17/64"†	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	Carb. No. 17058525	A/T	15/32"	9/32"	----	17/64"†	9/64"	17/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600 P
	454" Eng. Fed.	All/T	7/16"	9/32"	----	17/64"†	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	350"/400" Eng. Calif.	All/T	15/32"	9/32"	----	17/64"†	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 N
1967	Firebird 400"-428" Eng.	A/T	3/16"	9/32"•	3/8"	5/64"	5/32"	21/64"	1/64"	53/64"	†/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	700	----	2500 H/S
1968	Firebird 250" Eng.	All/T	5/16"	9/32"•	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2		2500 H/S
	All 350"-400" 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
1968-69	Firebird 400" Eng. Ram AIR	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
	Carb. No. 7028270-273	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	Firebird 250" Eng.	A/T	3/18"	9/32"•	3/8"	3/32"	5/32"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2600 H/S
		S/T	3/16"	9/32"•	3/6"	3/32"	3/16"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2800 H/S
	350"-400"-428" Eng.	All/T	9/32"	9/32"•	3/8"	3/32"	1/4"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2300 H/S
	400" Eng. Ram Air	All/T	9/32"	1/4"•	3/6"	3/32"	1/4"	19/64"	----	53/64"	†/2	1/32"	Center Notch	Note 2		2800 H/S
1970	Firebird 400" Eng.	All/T	9/32"	----	----	7/64"	13/32"	----	1/64"	----	----	1/32"	Center Notch	950	650	2000 H/S
1971	Firebird 400" Eng. & 455" Eng. Std.	All/T	9/32"	----	----	3/32"	15/64"	----	1/64"	----	----	1/32"	Fig. 26	600	700	2000 H/S
	455" Eng. Hi. Output & w/AIR RAM	All/T	9/32"	----	----	3/32"	A/T7/16" S/T3/8"	----	1/64"	----	----	1/32"	Fig. 26	600	700	2000 H/S w/A.R.2500 H/S
1972	Firebird 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
	455" Eng.	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
	455" Eng. Hi. Perf.	A/T	1/4"	7/16"•	----	7/64"	19/64"	5/16"	1/64"	----	7/16	1/32"	Fig. 26	Note 2		1500 2/S
		S/T	1/4"	7/16"•	----	7/64"	21/64"	5/16"	1/64"	----	7/16	1/32"	Fig. 26	Note 2		1500 2/S
1973-74	Firebird 400" Eng.	A/T	13/32"	•	----	13/64"	17/64"	5/16"	1/64"	----	1/2	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	••	----	13/64"	19/64"	5/16"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
		S/T	13/32"	•	----	13/64"	19/64"	5/16"	1/64"	----	5/8	1/32"	Index	Note 2		1500 2/S
	455" Eng.	A/T	13/32"	•	----	13/64"	†7/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	••	----	13/64"	19/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Hi. Perf. Super Duty	All/T	13/32"	•	----	13/64"	19/64"	5/16"	1/64"	----	3/4	1/32"	Index	Note 2		2000 2/S
1970-71	Ford Motor Co. Cobra Jet 429" Eng.	A/T	11/32"	••	----	5/32"	3/16"	5/16"	1/64"	----	----	1/32"	Fig. 26	----	650	1850 2/S
		S/T	11/32"	••	----	5/32"	9/64"	5/16"	1/64"	----	----	1/32"	Fig. 26	700	----	750 3/S
1968	GMC Truck 396" Eng. 1/2-3/4 Ton		3/16"	9/32"•	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 28	Note 2		2400 H/S
	GMC Truck 327"-350" Eng.	S/T	1/4"	9/32"•	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1969	GMC Truck 396" Eng.		1/4"	5/16"•	3/8"	3/32"	1/4"	19/64"	1/64"	13/16"	----	1/64"	Fig. 26	----	----	----
1970	GMC Truck 350"-400" Eng.		11/32"	----	----	7/64"	1/4"	----	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	Note 2		1500 2/S
	Calif.		1/4"	----	----	7/64"	1/4"	----	----	----	(13/16 400" Eng.)	1/64"	Fig. 26	Note 2		1500 2/S
1973	GMC Truck 350" Eng.															
	C, K, P,-20, 30 & G, P, -30 Mtr. Home		11/32"	•	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	350" Eng. G-10	All/T	1/4"	•	----	7/16"	7/32"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All	1/4"	•	----	7/16"	1/4" 9/32" Calif.	29/64"	1/64"	----	11/16	----	Fig. 25	Note 2		A/T1600 H/S
1973-74	455" Eng. Motor Home		1/4"	•	----	15/64"	7/32"	5/16"	1/32"	----	3/4	----	Index	Note 2		1000 2/S
1974	GMC Truck 350" Eng.	All/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 S/T1300
	350" Eng. w/carb. No's. 7044213 214, 215, 216, 7044513, 514	All/T	11/32"	•	----	7/16"	7/32"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600
	400" Eng.	A/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600
	454" Eng.	All/T	3/8"	•	----	7/16"	15/64"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1700
1975-76	GMC Truck 350" Eng.	All/T	11/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600P
	Calif. 350" Eng.	All/T	11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Carb. No. 7045225		11/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Carb. No. 7045229		15/32"	9/32"•	----	19/64"†	9/64"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
	400" Eng. Calif.		11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600P
1975	454" Eng.		3/8"	9/32"•	----	7/16"	15/64"	29/64"	----	----	7/16	1/54"	Gauge Notch	Note 2		1000 2/S
1976-77	454" Eng.		3/8"	9/32"•	----	19/64"†	5/32"†	†9/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1700N
1975-76	455" Eng.		1/4"	5/16"•	----	15/64"	7/32"	5/16"	1/32"	----	3/4	†/32"	Index	Note 2		900 L/S
1977	GMC Truck 350" Eng. Calif.		11/32"	9/32"•	----	19/64"†	5/32"†	19/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
	Calif. w/Carb. No. 17057514		11/32"	9/32"•	----	7/32"†	1/8"†	15/64"†	----	----	3/4	1/64"	Gauge Notch	Note 2		1600 H/S
	350" Eng. Federal		11/32"	9/32"•	----	7/32"†	7/64"†	13/64"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
	400" Eng.		11/32"	9/32"•	----	7/32"†	1/8"†	7/32"†	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 H/S
1978	GMC Truck															
	350" Eng. Fed.	All/T	15/32"	9/32"	----	17/64"†	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	400" Eng. Fed.															
	Carb. No. 17058229	A/T	15/32"	9/32"	----	17/64"†	7/64"	1/4"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	Carb. No. 17058525	A/T	15/32"	9/32"	----	17/64"†	9/64"	17/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600 P
	464" Eng. Fed.	All/T	7/16"	9/32"	----	17/64"†	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1700 N
	350"/400" Eng. Calif.	All/T	15/32"	9/32"	----	17/64"†	9/64"	17/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		1600 N
1970	Monte Carlo 350"-400"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	----	600	1600 2/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	(13/16 all/others)	1/64"	Fig. 26	700	----	1500 2/S
1971	Monte Carlo 350"-402"-454" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1500 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1972	Monte Carlo 350" Eng.	All/T	1/4"	3/8"•	----	3/32"	7/32"	29/64"	----	----	----	1/64"	Notch Lever	----	600/450	1500 2/S
														900/450	----	1350 2/S
	402"-454" Eng.	All/T	1/4"	3/8"•	----	3/32"	1/4"	29/64"	----	----	----	1/64"	Notch Lever	----	600/450	1500 2/S
														750/450	----	1350 2/S
1973	Monte Carlo 350" Eng.	All/T	1/4"	•	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	454" Eng.	All/T	1/4"	•	----	7/16"	1/4"	29/64"	1/64"	----	†1/16	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
1974	Monte Carlo 350" Eng.	All/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	7/8	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S
	400" Eng.	A/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	3/4	1/64"	Gauge Notch	Note 2		1600
	455" Eng.	A/T	3/6"	•	----	7/16"	1/4"	29/64"	----	----	7/16	1/64"	Gauge Notch	Note 2		1600
1970	Nova 350" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	7/16	1/64"	Fig. 26	----	600	1600 2/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	7/16	1/64"	Fig. 26	700	----	1500 2/S
1971	Nova/Chevy II 350" Eng.	A/T	1/4"	----	----	3/32"	17/64"	----	----	----	----	1/64"	Fig. 26	----	600	1500 2/S
		S/T	1/4"	----	----	3/32"	9/32"	----	----	----	----	1/64"	Fig. 26	600	----	1350 2/S
1972	Nova/Chevy II 350" Eng.	All/T	1/4"	3/8"•	----	3/32"	7/32"	29/64"	----	----	----	†/64"	Notch Lever	----	600/450	1500 2/S
														900/450	----	1350 2/S
1973	Nova 350" Eng.	All/T	1/4"	•	----	7/16"	1/4"	29/64"	1/64"	----	1/2	----	Fig. 26	Note 2		A/T1600 H/S
														Note 2		S/T1300H/S
	454" Eng.	All/T	1/4"	•	----	7/16"	1/4"	29/64"	1/64"	----	11/16	----	Fig. 26	Note 2		A/T1600H/S
														Note 2		S/T1300 H/S
1974	Nova 350" Eng.	All/T	1/4"	•	----	7/16"	15/64"	29/64"	----	----	7/6	1/64"	Gauge Notch	Note 2		A/T1600 H/S
														Note 2		S/T1300 H/S

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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. S/T	Slow Idle R. P. M. A/T-Dr.	Fast Idle R. P. M. In Neut.
1966	Oldsmobile 330" Eng.	All/T	11/32"	9/32"*	3/8"	1/8"	13/64"	19/64"	1/64"	7/8"	1/2-6/8	----	R-Notch	550	550	700 L/S
	400"-425" Eng.	All/T	11/32"	9/32"*	3/8"	1/8"	3/16"	19/64"	1/64"	7/8"	3/4	----	R-Notch	550	550	700 L/S
1967	Oldsmobile 330" Eng.	All/T	1/4"	9/32"*	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	1/32"	R-Notch	550	550	900 L/S
	330" Eng. A. I. R.	All/T	1/4"	5/16"*	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	1/2	1/32"	R-Notch	550	550	900 L/S
	400"-425" Eng.	All/T	1/4"	5/16"*	3/8"	9/64"	13/64"	21/64"	1/64"	7/8"	3/4	1/32"	R-Notch	550	550	900 L/S
1968	Oldsmobile 350" Eng.	All/T	1/4"	5/16"*	----	9/64"	3/16"	13/64"	1/64"	7/8"	1/2	1/32"	Center Notch	Note 2		Note 2
	400"-455" Eng.	All/T	1/4"	5/16"*	----	9/64"	3/16"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	Note 2		Note 2
	Oldsmobile 350" Eng. W31															
	Outside Air	S/T	1/4"	5/16"*	----	3/32"	9/32"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	Note 2		900 L/S
	400" Eng. W-30 Outside Air	S/T	1/4"	3/8"**	----	1/8"	19/64"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	Note 2		1000 L/S
	400" Eng. Carb. No. 7028253		1/4"	5/16"*	----	9/64"	15/64"	13/64"	1/64"	7/8"	3/4	1/32"	L-Notch	Note 2		750 L/S
1969	Oldsmobile 350" Eng. All w/o W31		1/4"	5/16"*	----	9/64"	3/16"	13/64"	1/64"	7/8"	1/2	1/32"	Center Notch	675	575	700 L/S
	350" Eng. w/W31	S/T	1/4"	5/16"*	----	3/32"	9/32"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	825	----	900 L/S
	400" Eng. w/oW30	A/T	1/4"	5/16"*	----	9/64"	3/16"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	----	575	700 L/S
	400" Eng. w/oW30	S/T	1/4"	5/16"*	----	9/64"	15/64"	13/64"	1/64"	7/8"	3/4	1/32"	L-Notch	750	----	750 L/S
	400" Eng. w/W30	All/T	1/4"	3/8"**	----	1/8"	19/64"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	825	625	S/T1000 L/S A/T1400 L/S
	455" Eng. All		1/4"	5/16"	----	9/64"	3/16"	13/64"	1/64"	7/8"	3/4	1/32"	Center Notch	----	575	700 L/S
1970	Oldsmobile 350" Eng. 310 H. P.	All/T	1/4"	3/8"*	----	***9/64"	13/64"	13/64"	1/64"	----	1/2	1/64"	Index	650	575	1000 L/S
	350" Eng. 325 H. P.	All/T	1/4"	3/8"*	----	***9/32"	21/64"	13/64"	1/64"	----	3/4	1/64"	Index	750	625	1000 L/S
	455" Eng. 7040251	All/T	1/4"	3/8"*	----	***9/64"	13/64"	13/64"	1/64"	----	3/4	1/64"	Index	750	600	950 L/S
	455" Eng. 7040252-257-258	A/T	1/4"	3/8"*	----	***11/64"	13/64"	13/64"	1/64"	----	3/4	1/64"	Index	----	625	1000 L/S
	455" Eng. 7040253	S/T	1/4"	3/8"*	----	***15/64"	9/32"	13/64"	1/64"	----	3/4	1/64"	Index	750	----	1000 L/S
	455" Eng. 7040256	S/T	1/4"	3/8"*	----	***9/32"	21/64"	13/64"	1/64"	----	3/4	1/64"	Index	750	----	1000 L/S
1971	Oldsmobile 350" Eng.	All/T	1/4"	----	----	9/64"	7/32"	13/64"	1/64"	----	1/2	1/32"	Center Notch	750	----	1050 L/S
	455" Eng. Std.	All/T	1/4"	----	----	9/64"	7/32"	13/64"	1/64"	----	3/4	1/32"	Center Notch	----	600	1050 L/S
	4-4-2 455" Eng.	S/T	1/4"	*	----	15/64"	9/32"	13/64"	1/32"	----	3/4	3/64"	Center Notch	750	----	1050 L/S
		A/T	1/4"	*	----	11/64"	13/64"	13/64"	1/32"	----	3/4	3/64"	Center Notch	----	650	1050 L/S
	Tornado 455" Eng.	A/T	1/4"	*	----	11/64"	13/64"	13/64"	1/32"	----	3/4	3/64"	Center Notch	----	600	1050 L/S
1972	Oldsmobile 350" Eng.	All/T	1/4"	3/8"*	----	15/64"	15/64"	13/64"	1/32"	----	1/2	3/64"	Index	Note 2		1100 L/S
	455" Eng.	All/T	1/4"	3/8"*	----	15/64"	7/32"	13/64"	1/32"	----	3/4	3/64"	Index	Note 2		1100 L/S
	4-4-2. 455" Eng.	All/T	1/4"	3/8"*	----	15/64"	9/32"	13/64"	1/32"	----	3/4	3/64"	Index	Note 2		1100 L/S
1973-74	Oldsmobile 350" Eng.	All/T	1/4"	*	----	15/64"	13/64"	5/16"	1/32"	----	1/2	----	Index	Note 2		1000 L/S
	455" Eng.	A/T	1/4"	*	----	15/64"	13/64"	5/16"	1/32"	----	3/4	----	Index	Note 2		1000 L/S
		S/T	1/4"	*	----	15/64"	9/32"	5/16"	1/32"	----	3/4	----	Index	Note 2		1000 L/S
	455" Eng. Commercial	A/T	1/4"	*	----	15/64"	7/32"	5/16"	1/32"	----	3/4	----	Index	Note 2		1000 L/S
	455" Eng. Hi. Perf. Calif.	A/T	1/4"	*	----	15/64"	9/32"	19/64"	1/32"	----	3/4	1/32"	Index	Note 2		1000-P
1975	Oldsmobile 455" Eng. Commercial 7043259		1/4"	*	----	15/64"	7/32"	5/16"	1/32"	----	3/4	1/32"	Index	Note 2		1000
1975-76	H/D Marine 7045282		1/4"	*5/16"	----	15/64"	7/32"	5/16"	1/32"	----	3/4	1/32"	Index	Note 2		900 L/S
1967	Pontiac 400"-428" Eng. & 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
	& w/A. I. R.	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.	All/T	9/32"	9/32"*	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	1000	650	2300 H/S
1970	Pontiac 400"-455" Eng.	All/T	9/32"	----	3/8"	7/64"	13/32"	----	----	----	----	1/32"	Center Notch	950	650	2000 H/S
1971	Pontiac 400" Eng. & 455" Eng. Std.	All/T	9/32"	----	----	3/32"	15/64"	----	1/64"	----	----	1/32"	Fig. 26	600	700	2000 H/S
1972	Pontiac 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
	455" Eng.	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
	455" Eng. Hi. Perf.	A/T	1/4"	7/16"*	----	7/64"	19/64"	5/16"	1/64"	----	7/16	1/32"	Fig. 26	Note 2		1500 2/S
		S/T	1/4"	7/16"*	----	7/64"	21/64"	5/16"	1/64"	----	7/16	1/32"	Fig. 26	Note 2		1500 2/S
1973-74	Pontiac 400" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	----	1/2	1/32	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
	455" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Hi. Perf.	A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
		S/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
1974	Pontiac 455" Eng. H/D Commercial 7044267		13/32"	*	----	13/64"	17/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		----
1967	Pontiac Canada 327" 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
	396"-427" Eng.	A/T	9/32"	9/32"*	3/8"	3/32"	5/32"	21/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	----	500	2200 H/S
		S/T	9/32"	9/32"*	3/8"	3/32"	1/4"	21/64"	----	27/32"	7/8	1/64"	Fig. 26	500	----	2200 H/S
1968	Pontiac Canada 327" Eng.	A/T	9/32"	9/32"*	3/8"	7/64"	5/32"	17/64"	----	27/32"	3/8	1/64"	Fig. 26	Note 2		2400 H/S
		S/T	9/32"	9/32"*	3/8"	7/64"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
	396"-427" 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	3/16"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	27/32"	7/8	1/64"	Fig. 26	Note 2		2400 H/S
1970	Pontiac Canada 350"-454" Eng.	A/T	1/4"	5/16"	----	7/64"	1/4"	29/64"	----	----	(7/16 350" Eng.)	1/64"	Fig. 26	----	600	1800 H/S
		S/T	1/4"	5/16"	----	7/64"	9/32"	29/64"	----	----	(13/16" 454" Eng.)	1/64"	Fig. 26	700	----	1500 2/S
	400"-455" Eng.	All/T	9/32"	----	3/8"	7/64"	13/32"	----	----	----	----	1/32"	Center Notch	950	650	2000 H/S
1966	Tempest 230" Eng.	All/T	7/32"	9/32"*	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	----	Fig. 26	600	500	2800 H/S
1967	Tempest Early 230" Eng.	All/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
	Late 230" Eng.	All/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	2600 H/S
	Tempest 400" Eng.	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	Tempest 250" Eng.	All/T	5/16"	9/32"*	3/8"	5/64"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2		2500 H/S
	All 350"-400" 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
1968-69	Tempest 400" Eng. Ram Air	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
	Carb. No. 7028270-273	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.	A/T	3/16"	9/32"*	3/8"	3/32"	5/32"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2600 H/S
		S/T	3/16"	9/32"*	3/8"	3/32"	3/16"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2800 H/S
	350"-400"-428" Eng.	All/T	9/32"	9/32"*	3/8"	3/32"	1/4"	19/64"	----	53/64"	1/2	1/32"	Center Notch	Note 2		2300 H/S
	400" Eng. Ram Air	All/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
1970	Tempest 400" Eng. Ram Air	All/T	9/32"	----	3/8"	7/64"	1/4"	----	----	----	----	1/32"	Center Notch	1050	750	2500 H/S
	400"-455" Eng.	All/T	9/32"	----	3/8"	7/64"	13/32"	----	----	----	----	1/32"	Center Notch	950	650	2000 H/S
1971	Tempest 400" Eng. & 455" Eng. Std.	All/T	9/32"	----	----	3/32"	15/64"	----	1/64"	----	----	1/32"	Fig. 26	600	700	2000 H/S
	455" Eng. Hi Output & w/air ram	All/T	9/32"	----	----	3/32"	A/T7/16" S/T3/8"	----	1/64"	----	----	1/32"	Fig. 26	600	700	2000 H/S w/A.R.2500H/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.	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
	455" Eng. Hi. Perf.	A/T	1/4"	7/16"*	----	7/64"	19/64"	5/16"	1/64"	----	7/16	1/32"	Fig. 26	Note 2		1500 2/S
		S/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.	A/T	13/32"	*	---	13/64"	17/64"	5/16"	1/64"	----	1/2	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
		S/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	----	5/6	1/32"	Index	Note 2		1500 2/S
	455" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S
	Hi. Perf.	A/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	----	3/6	1/32"	Index	Note 2		1500 2/S
		S/T	13/32"	*	----	13/64"	19/64"	5/15"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
1974	Tempest/Lemans 350" Eng.	All/T	13/32"	*	----	13/64"	9/32"	5/16"	1/64"	----	1/2	1/32"	Index	Note 2		1500 2/S
	400" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/15"	1/64"	----	1/2	----	Index	Note 2		1500 2/S
		S/T	13/32"	*	----	13/64"	19/64"	5/16"	1/64"	----	5/8	----	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	9/16	1/32"	Index	Note 2		1500 2/S
	455" Eng.	A/T	13/32"	*	----	13/64"	17/64"	5/16"	1/64"	----	3/8	----	Index	Note 2		1500 2/S
	Altitude	A/T	13/32"	**	----	13/64"	19/64"	5/16"	1/64"	----	3/8	1/32"	Index	Note 2		1500 2/S

Note 1 – 7028240 Change "A" – Float Setting 7/18", 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.
†Measured at upper edge of choke valve

W – W/O A. I. R. = With and Without Injection Reactor
S/T = Standard Transmission
A/T = Automatic Transmission

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.

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