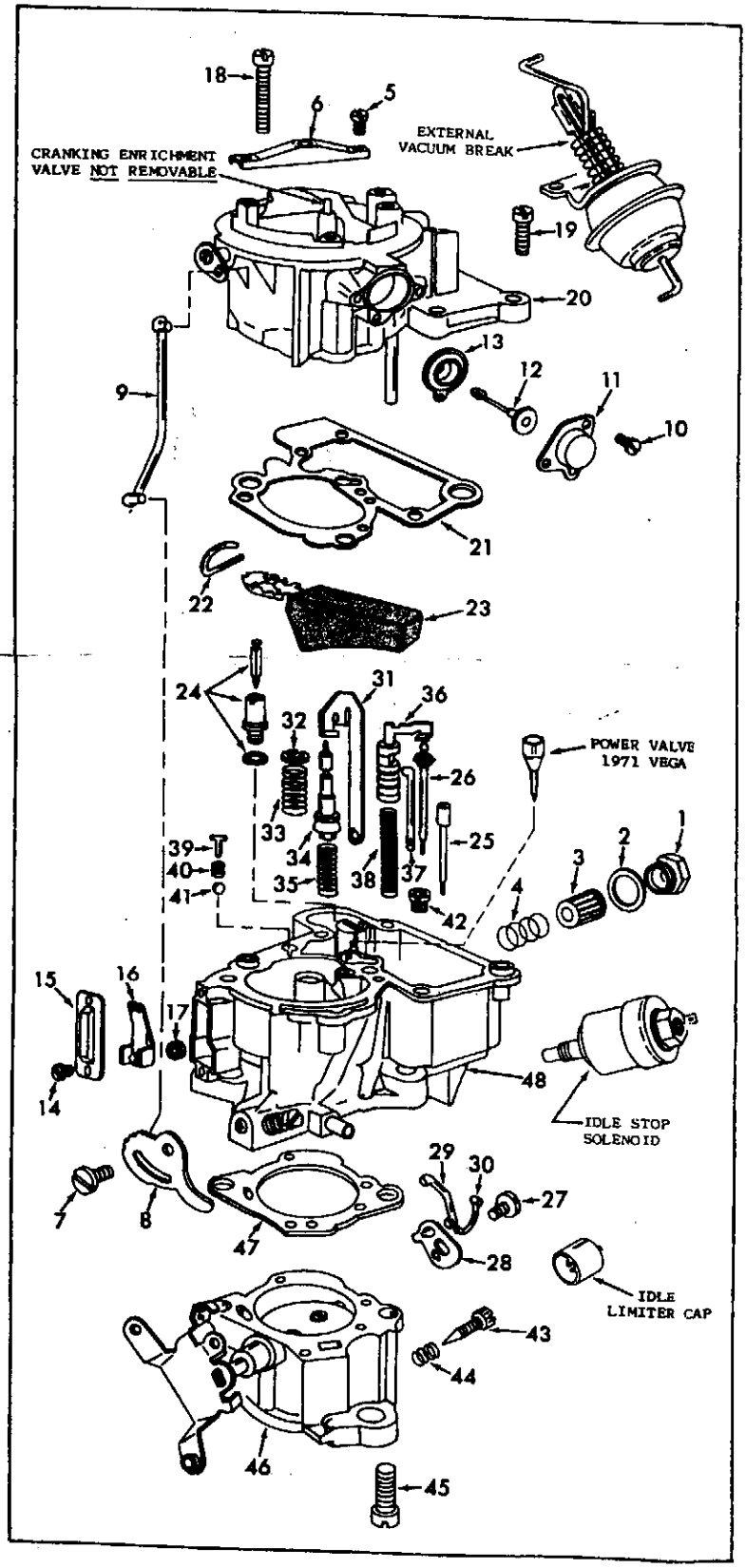
INSTRUCTION SHEET

ROCHESTER CARBURETOR — MODELS M-MV

08050-358-7

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: CRANKING ENRICHMENT VALVE IS NOT REMOVABLE. IDLE VENT VALVE NEED NOT BE REMOVED. TWO STYLES ARE USED: ONE WITH SPRING, ONE WITHOUT SPRING. REMOVE VACUUM BREAK DIAPHRAGM (13) FROM LINK ASSEMBLY (12) BEFORE CLEANING. TO REMOVE METERING ROD (26) PRESS DOWN ON ROD AND SLIDE NARROW NECK OF ROD OUT OF SLOT IN ROD HOLDER (36). CAUTION: 1968 AND LATER MODELS HAVE A CALIBRATION SCREW IN CHANNEL AT BOTTOM OF FLOAT BOWL WHICH IS FACTORY ADJUSTED AND SEALED. DO NOT TAMPER WITH.

NOMENCLATURE

REF. NO.	
1. NUT - FUEL INLET FILTER	24. NEEDLE, SEAT & GASKET ASSY.
2. GASKET - FILTER NUT	25. IDLE TUBE ASSEMBLY
3. FILTER - FUEL	26. METERING ROD & SPRING
4. SPRING - FUEL FILTER	27. SCREW - PUMP & POWER LINK LEVER
5. SCREW(2) -AIR CLEANER STUD BRACKET	28. LEVER - PUMP & POWER LINK
6. BRACKET - AIR CLEANER STUD	29. LINK - PUMP LEVER
7. SCREW - FAST IDLE CAM	30. LINK - POWER PISTON ROD
8. CAM - FAST IDLE	31. LEVER - PUMP OPERATING
9. ROD - CHOKE	32. RETAINER - PUMP SPRING
10. SCREW(2) - DIAPH. COVER	33. SPRING - PUMP
11. COVER - DIAPHRAGM	34. PUMP CUP & STEM ASSEMBLY
12. LINK ASSY. - VACUUM BREAK DIAPHRAGM	35. SPRING - PUMP RETURN
13. DIAPHRAGM - VACUUM BREAK	36. POWER PISTON ASSEMBLY
14. SCREW (2) - IDLE COMPENSATOR COVER	37. ROD - POWER PISTON
15. COVER - IDLE COMPENSATOR	38. SPRING - POWER PISTON
16. IDLE COMPENSATOR ASSY.	39. GUIDE - PUMP DISCH. SPRING
17. GASKET - IDLE COMPENSATOR	40. SPRING - PUMP DISCHARGE
18. SCREW LONG(3) - BOWL COVER	41. BALL - PUMP DISCHARGE
19. SCREW SHORT(3)-BOWL COVER	42. JET - MAIN METERING
20. BOWL COVER	43. NEEDLE - IDLE ADJUSTING
21. GASKET - BOWL COVER	44. SPRING - IDLE NEEDLE
22. HINGE PIN - FLOAT	45. SCREW (2) - THROTTLE BODY
23. FLOAT ASSEMBLY	46. THROTTLE BODY ASSEMBLY
	47. GASKET - THROTTLE BODY
	48. FLOAT BOWL ASSEMBLY

CLEANING

CAUTION: BE SURE ALL SOLENOID AND VACUUM BREAK UNITS AND PARTS (3-13-23-34) ARE NOT PLACED IN ANY TYPE OF CLEANING SOLVENT. OTHER PLASTIC PARTS WILL WITHSTAND NORMAL CLEANING IN CARBURETOR CLEANER. CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANER (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT MAKING SURE TO THOROUGHLY FLUSH CHOKE ENRICHMENT VALVE CAVITY. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE: BEFORE PART NOS. (45-43-26-18-19-13) ARE ASSEMBLED, CHECK SPECIAL INSTRUCTIONS AND ADJUSTMENTS. FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

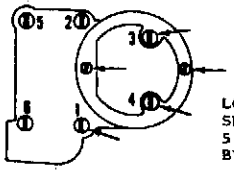
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (43). TURN IN UNTIL LIGHTLY BOTTOMED, THEN BACK OUT 2 TO 5 TURNS, (1971) MODELS ARE EQUIPPED WITH A LOCKED MIXTURE SCREW CAP. DO NOT REMOVE UNLESS MANUFACTURERS PROCEDURE IS FOLLOWED TO READJUST IDLE MIXTURE, AND NEW CAP INSTALLED.

THROTTLE BODY TO BOWL ATTACHING SCREWS (45). TIGHTEN EVENLY AND TORQUE TO 12-15 FT. LBS.

METERING ROD (26). CHECK METERING ROD ADJUSTMENT BEFORE INSTALLING ROD.

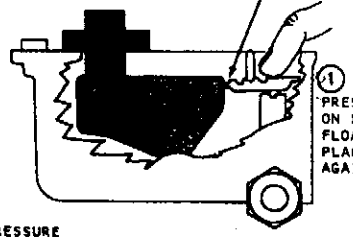
BOWL COVER ATTACHING SCREWS (18-19). TIGHTEN SECURELY USING TIGHTENING SEQUENCE.



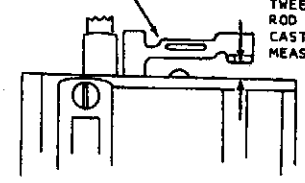
LOCKING COMPOUND SHOULD BE USED ON 5 SCREWS MARKED BY ARROWS.

VACUUM BREAK DIAPHRAGM (13). INSTALL WITH RECESS OF DIAPHRAGM AROUND HEAD OF PLUNGER (12).

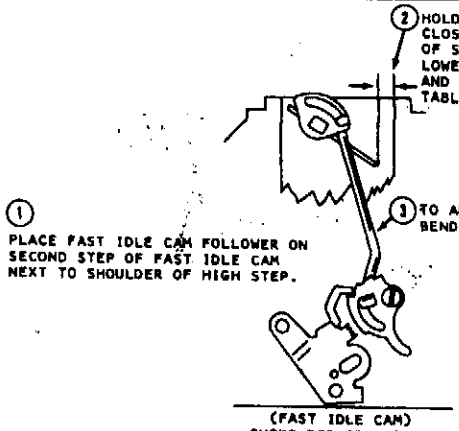
ADJUSTMENTS



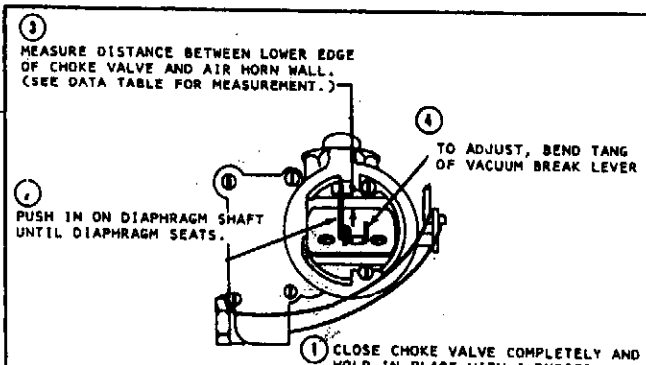
FLOAT LEVEL ADJUSTMENT FIG. 1



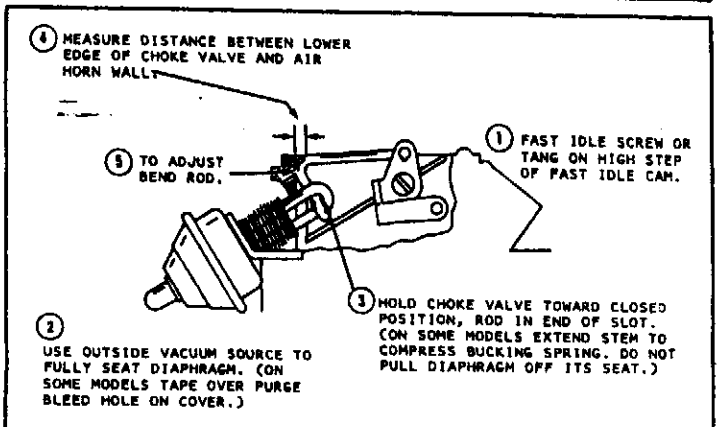
METERING ROD ADJUSTMENT FIG. 2



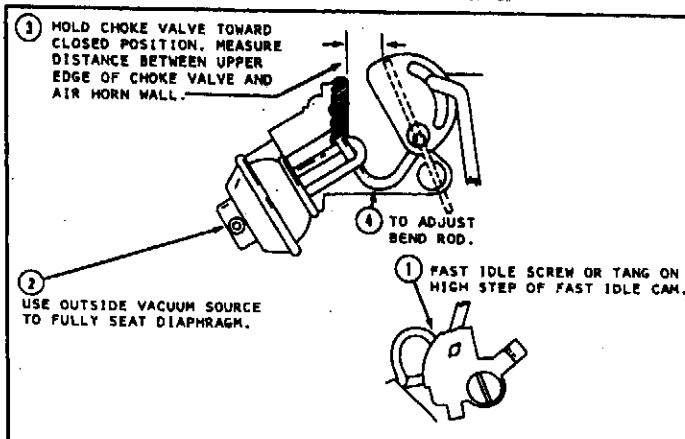
CHOKE ROD ADJUSTMENT FIG. 3



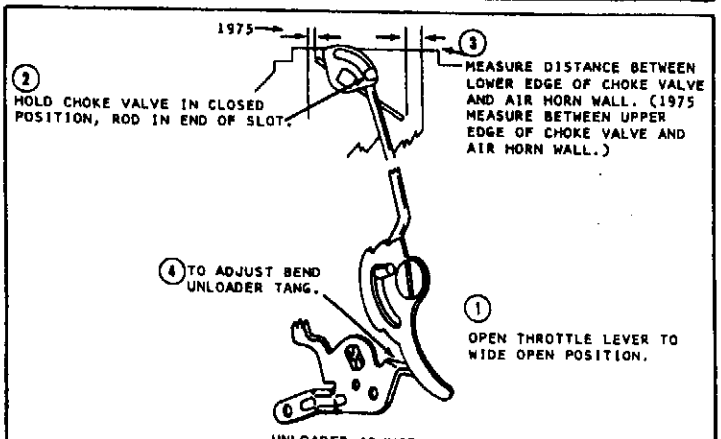
VACUUM BREAK ADJUSTMENT FIG. 4



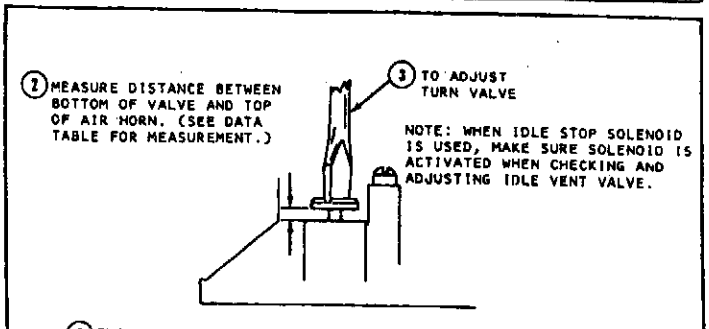
EXTERNAL VACUUM BREAK ADJUSTMENT FIG. 5



AUXILIARY VACUUM BREAK ADJUSTMENT FIG. 6

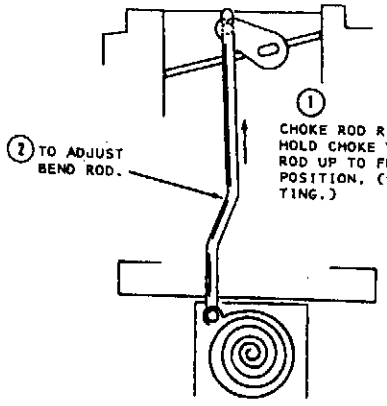


UNLOADER ADJUSTMENT FIG. 7

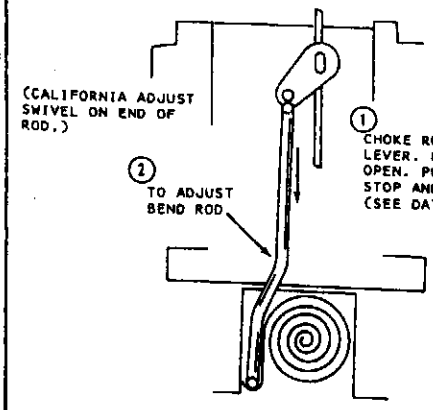


SLOW IDLE AND IDLE VENT ADJUSTMENT FIG. 8

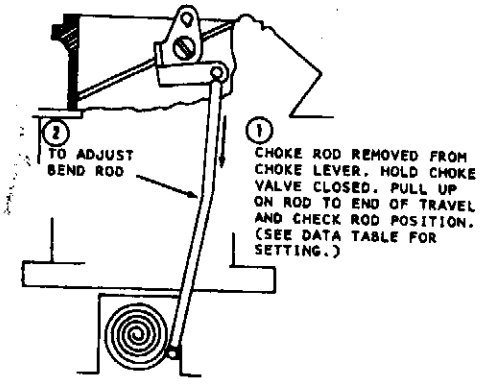
ADJUSTMENTS



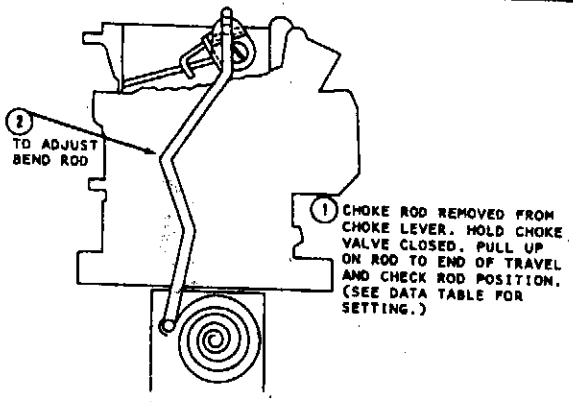
1968-71 CHOKE COIL ROD ADJUSTMENT — FIG. 9



VEGA CHOKE COIL ROD ADJUSTMENT — FIG. 10

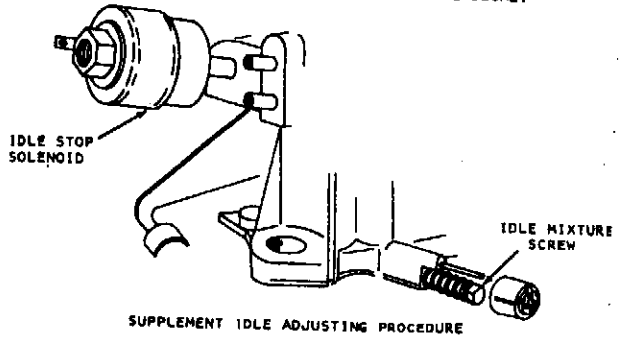


1972-74 CHOKE COIL ROD ADJUSTMENT — FIG. 11



(1975 USING NOTE 1)
CHOKE COIL ROD ADJUSTMENT — FIG. 12

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.



SUPPLEMENT IDLE ADJUSTING PROCEDURE

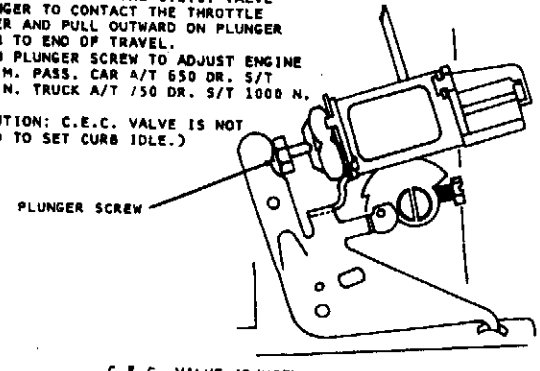
SLOW IDLE ADJUSTMENT WITH AND WITHOUT IDLE STOP SOLENOID

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. DISTRIBUTOR VACUUM HOSE DISCONNECT AND PLUG. ALSO DISCONNECT FUEL TANK HOSE AT VAPOR CANISTER.
3. IDLE MIXTURE SCREW TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 4 TURNS.
4. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
   A. AUTOMATIC TRANSMISSION IN DRIVE
   B. AIR CLEANER INSTALLED
5. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE R.P.M. USING A TACHOMETER. NOTE: MODELS USING IDLE STOP SOLENOID MAKE ADJUSTMENT BY TURNING SOLENOID ASSY. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
6. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
7. TO ADJUST SLOWER IDLE SPEED DISCONNECT SOLENOID AT TERMINAL CONNECTION, AUTOMATIC TRANSMISSION IN NEUTRAL. MAKE ADJUSTMENT BY TURNING 1/8" HEX. SCREW AT REAR OF SOLENOID. CONNECT SOLENOID LEAD OPEN THROTTLE AND RELEASE. RECHECK HIGHER IDLE SPEED.
8. INSTALL IDLE LIMITER CAP WHEN REQUIRED.

SLOW IDLE ADJUSTMENT — FIG. 13

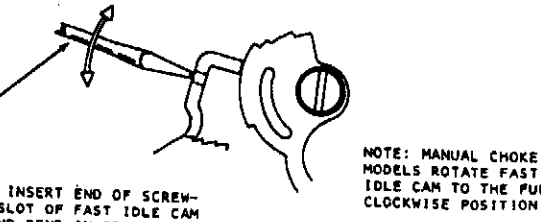
C.E.C. VALVE ADJUSTMENT
- A. AUTOMATIC TRANSMISSION IN DRIVE
- B. MANUALLY EXTEND THE C.E.C. VALVE PLUNGER TO CONTACT THE THROTTLE LEVER AND PULL OUTWARD ON PLUNGER STEM TO END OF TRAVEL.
- C. TURN PLUNGER SCREW TO ADJUST ENGINE R.P.M. PASS. CAR A/T 650 DR. S/T 850 N. TRUCK A/T 750 DR. S/T 1000 N.

(CAUTION: C.E.C. VALVE IS NOT USED TO SET CURB IDLE.)



C.E.C. VALVE ADJUSTMENT — FIG. 14

(1) SLOW IDLE ADJUSTED, PLACE FAST IDLE CAM FOLLOWER ON PROPER STEP OF CAM AND CHECK R.P.M. REFER TO PRINTED DECAL IN ENGINE COMPARTMENT OR ADJ. DATA TABLE. NOTE: 1970 CHEVROLET DIVISION MODELS, DISCONNECT ELECTRICAL LEAD TO TRANSMISSION CONTROLLED SPARK SOLENOID.



FAST IDLE ADJUSTMENT — FIG. 15

ADJUSTMENT DATA TABLE

Form 50-358-4

YEAR	MAKE		FLOAT LEVEL	METERING ROD ADJ.	CHOKE ROD ADJ.	VACUUM BREAK ADJ.	UNLOADER ADJ.	IDLE VENT ADJ.*	SLOW IDLE R.P.M. S/T*	SLOW IDLE R.P.M. A/T-DR.*	FAST IDLE R.P.M.	AUTOMATIC CHOKE ROD ADJ.**
1968	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970	ACADIAN 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	600	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	1/16"	15/64"	23/64"	–	750	–	2400 H/S	1-Rod Diameter **
1968	BUICK 6 Cyl. 250" Eng. Special	A/T	5/16"	7/64"	3/16"	1/4"	23/64"	3/64"	–	500	520 L/S	1-Rod Diameter **
		S/T	5/16"	1/8"	3/16"	9/32"	23/64"	3/64"	700 S/E	–	720 L/S	1-Rod Diameter **
1969	BUICK 6 Cyl. 250" Eng. Special	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	500 S/E	620 L/S	1-Rod Diameter **
		S/T	9/32"	9/64"	3/16"	9/32"	23/64"	1/64"	700 S/E	–	720 L/S	1-Rod Diameter **
1970-71	BUICK 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	650 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	1/16"	15/64"	23/64"	–	*	–	900 L/S	1-Rod Diameter **
1968	CAMARO 6 Cyl. 230"-250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	CAMARO 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970-71	CAMARO 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1972	CAMARO 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***
1968	CHECKER MTRS. 6 Cyl. 230" Eng.	A/T	9/32"	1/8"	5/32"	1/4"	23/64"	3/64"	–	500 S/E	2400 H/S	1-Rod Diameter **
		S/T	9/32"	1/8"	5/32"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1969	CHECKER MTRS. 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970-71	CHECKER MTRS. 6 Cyl. 250"-Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	600	2400 H/S	1-Rod Diameter **
1972	CHECKER MTRS. 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
1968	CHEVELLE 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	CHEVELLE 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970-71	CHEVELLE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1972	CHEVELLE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***
1968	CHEVROLET 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	CHEVROLET 6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970-71	CHEVROLET 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1972	CHEVROLET 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***
1968	CHEVY II 4 Cyl. 153" Eng.	All/T	11/32"	5/64"	5/32"	–	–	3/64"	750	600	2400 H/S	–
	CHEVY II 6 Cyl. 230" and 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	CHEVY II 4 Cyl. 153" Eng.	All/T	1/4"	5/64"	5/32"	–	–	3/64"	750	600	2400 H/S	–
	6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1968	CHEVROLET TRUCK 6 Cyl. 230" and 250" Eng.	All/T	9/32"	5/32"	5/32"	–	–	3/64"	*	–	–	–
	6 Cyl. 292" Eng. 1/2 and 3/4 Ton	All/T	9/32"	5/64"	5/32"	–	–	3/64"	*	–	–	–
1969	CHEVROLET TRUCK 6 Cyl. HAND/CHOKE		1/4"	5/64"	5/32"	–	–	3/64"	*	–	*	–
	250" ENG. AUTO/CHOKE		1/4"	5/64"	3/16"	17/64"	23/64"	3/64"	*	–	*	–
	292" ENG. AUTO/CHOKE		1/4"	5/64"	1/4"	11/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1970-71	CHEVROLET TRUCK 250"-292" Eng. HAND/CHOKE		1/4"	5/64"	5/32"	–	–	–	*	–	*	1-Rod Diameter **
	250" Eng. AUTO/CHOKE		1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	*	–
	250" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	3/16"	1/4"	23/64"	–	*	–	*	1-Rod Diameter **
	292" Eng. AUTO/CHOKE		1/4"	5/64"	9/32"	23/64"	23/64"	–	*	–	*	1-Rod Diameter **
	292" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	1/8"	23/64"	23/64"	–	*	–	*	1-Rod Diameter **
1972	CHEVROLET TRUCK 6 Cyl. 250" Eng.	All/T	1/4"	5/64"	9/64"	13/64"	1/2"	–	*	*	*	1-Rod Diameter **
	250" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	1/8"	11/32"	1/2"	–	*	*	*	–
	250" & 292" ENG. HAND/CHOKE 20 & 30 Series		1/4"	5/64"	5/32"	–	–	–	*	*	*	–
	292" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	9/16"	11/32"	1/2"	–	*	*	*	–
1968	FIRE BIRD 6 Cyl. 250" Eng.	S/T	5/16"	5/64"	13/64"	19/64"	1/4"	3/64"	*	–	2400 H/S	Gauge Notch on Lever
1969	FIRE BIRD 6 Cyl. 250" Eng.	A/T	9/32"	5/64"	3/16"	17/64"	29/64"	3/64"	–	*	2800 H/S	Gauge Notch on Lever
		S/T	9/32"	5/64"	13/64"	9/32"	29/64"	3/64"	*	–	2400 H/S	Gauge Notch on Lever
1970-71	FIRE BIRD 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1972	FIREBIRD 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***
1968	GMC TRUCK 6 Cyl. 230"-250" Eng.		9/32"	5/32"	5/32"	–	–	3/64"	*	–	–	–
	6 Cyl. 292" Eng. 1/2 and 3/4 Ton		9/32"	5/64"	5/32"	–	–	3/64"	*	–	–	–
1969	GMC TRUCK 250"-292" Eng.		1/4"	5/64"	5/32"	–	–	3/64"	*	–	*	–
1970	GMC TRUCK 250"-292" Eng. HAND/CHOKE		1/4"	5/64"	5/32"	–	–	–	*	–	*	–
1972	GMC TRUCK 6 Cyl. 250" & 292" Eng. HAND/CHOKE		1/4"	5/64"	5/32"	–	–	–	*	–	*	–
1970-71	NOVA 4 Cyl. 153" Eng.	All/T	1/4"	5/64"	13/64"	17/64"	23/64"	–	750	650	2400 H/S	1-Rod Diameter **
	6 Cyl. 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1972	NOVA 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***
1968	OLDSMOBILE 6 Cyl. 250" Eng. F85	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	725	–	750 3/S	1-Rod Diameter **
1969	OLDSMOBILE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	1/64"	–	575 S/E	750 3/S	1-Rod Diameter **
		S/T	5/16"	1/8"	3/16"	17/64"	23/64"	1/32"	725	–	750 3/S	1-Rod Diameter **
1970-71	OLDSMOBILE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	900 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	750 L/S	1-Rod Diameter **
1968	PONTIAC CANADA 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"	3/64"	–	*	*	1-Rod Diameter **
		S/T	9/32"	1/8"	3/16"	9/32"	23/64"	3/64"	*	–	*	1-Rod Diameter **
1969	PONTIAC CANADA 250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	–	550 S/E	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	–	2400 H/S	1-Rod Diameter **
1970	PONTIAC CANADA 230"-250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	600	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	750	–	2400 H/S	1-Rod Diameter **
1968	TEMPEST 6 Cyl. 250" Eng.	S/T	5/16"	5/64"	13/64"	19/64"	1/4"	3/64"	*	–	2400 H/S	Gauge Notch on Lever
1969	TEMPEST 6 Cyl. 250" Eng.	A/T	9/32"	5/64"	3/16"	17/64"	29/64"	3/64"	–	*	2800 H/S	Gauge Notch on Lever
		S/T	9/32"	5/64"	13/64"	9/32"	29/64"	3/64"	*	–	2400 H/S	Gauge Notch on Lever
1970-71	TEMPEST 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	13/64"	23/64"	–	–	*	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	–	*	–	2400 H/S	1-Rod Diameter **
1971	VEGA 2300 140" Eng.	All/T	1/16"	–	1/16"	1/8"	3/8"	–	850/700	650/550	2400 H/S	1-Rod Diameter***
1972	VEGA 6 Cyl. 140" Eng.	A/T	1/16"	–	5/64"	9/64"	11/32"	–	–	700/550	2800 H/S	1-Rod Diameter ***
	CALIF.	A/T	1/16"	–	5/64"	9/64"	11/32"	–	–	808/560 AC	2800 H/S	1-Rod Diameter ***
		S/T	1/8"	–	1/8"	13/64"	11/32"	–	850/590	700/590	2400 H/S	1-Rod Diameter ***
	CALIF.	S/T	1/8"	–	1/8"	13/64"	11/32"	–	1200/560	–	2400 H/S	1-Rod Diameter ***
1972	VENTURA II 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	–	–	600/450	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	–	700/450	–	2400 H/S	1-Rod Diameter ***

A/T = Automatic Transmission S/T = Standard Transmission S/E = Idle Stop Solenoid Energized L/S = Low Step Fast Idle Cam H/S = High Step Fast Idle Cam 3/S = Third Step Fast Idle Cam

* Refer to printed decal in engine compartment for specific slow and fast idle settings ** 1-Rod Diameter = 1-Rod diameter above hole in rod lever *** 1-Rod Diameter = 1-Rod Diameter below hole in lever