

Year	Make	Floet 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 Deshpot	Auto Choke Setting	Slow Idle R. P. M.	Fast Idle R. P. M. In Revt.
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	500	2200 H/S
1970	Acadian 360"-366"-400"-484" 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
1967	Bassmont 327" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	26/32"	(7/16 360" Eng.) (13/16 all/others)	1/64"	Fig. 26	700	2200 H/S
	Blower See Chevrolet	S/T 9/32"	9/32"	3/8"	3/32"	13/64"	18/64"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1966	Buick-400"-426" 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. & w/A.I.R.	A/T 7/32"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge	550	650 L/S
	430" Eng. w/o 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	650 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	650 L/S
1967	Buick-Late w/Needs & Seat 400" Eng.	A/T 1/4"	13/32"	1/2"	1/8"	13/64"	21/64"	3/64"	53/64"	5/8	1/32"	Gauge	550	650 L/S
	430" Eng.	S/T 1/4"	9/32"	3/8"	1/8"	7/32"	21/64"	---	53/64"	1/2	1/32"	Notch	550	650 L/S
	400"-430" Eng.	A/T 5/16"	9/32"	7/16"	1/8"	13/64"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	700 L/S
	400" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	700 L/S
1968	Buick-400" Eng. 7028246	A/T 7/16"	13/32"	1/2"	9/64"	7/32"	21/64"	---	53/64"	1/2	1/32"	Notch	Note 2	700 L/S
	7028247	S/T 7/32"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	700 L/S
	430" Eng. 7028248	A/T 7/32"	13/32"	1/2"	9/64"	7/32"	21/64"	---	53/64"	1/2	1/32"	Notch	Note 2	700 L/S
1969	Buick-360" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	400"-430" Eng.	S/T 5/16"	13/32"	1/2"	1/8"	7/32"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	Riviera 430" Eng.	A/T 3/8"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	and Electra 400" Eng.	A/T 5/16"	13/32"	1/2"	1/8"	3/16"	21/64"	3/64"	53/64"	1/2	1/32"	Notch	Note 2	820 L/S
1970	Buick-350" Eng.	S/T 3/8"	13/32"	1/2"	9/64"	7/32"	21/64"	---	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	455" 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"	Notch	Note 2	650 L/S
	455" Eng. GS Stage 1 Opt.	S/T 5/16"	13/32"	---	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	---	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	Buick 350" Eng.	A/T 3/8"	9/32"	---	1/8"	Pri. 3/16" Sec. 5/32"	11/32"	---	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
1971	Buick 350" Eng.	All/T 5/16"	9/32"	---	1/8"	Pri. 11/64" Sec. 5/32"	11/32"	---	53/64"	1/2	1/32"	Notch	Note 2	720 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"	Notch	Note 2	720 L/S
1972	Buick 350" Eng.	All/T 15/32"	13/32"	---	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	---	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
	455" Eng.	S/T 15/32"	9/32"	---	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	---	53/64"	1/2	1/32"	Notch	Note 2	720 L/S
1973	Buick 350" Eng. All/Models	All/T 15/32"	13/32"	---	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Notch	Note 2	720 L/S
	455" Eng.	A/T 13/32"	9/32"	---	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	1/64"	53/64"	7/16	1/32"	Notch	Note 2	720 L/S
	455" Eng. w/stage 1	All/T 13/32"	9/32"	---	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	1/64"	53/64"	7/16	1/32"	Notch	Note 2	720 L/S
1974	Buick 350" Eng. All/Models	A/T 15/32"	13/32"	---	1/8"	Pri. 11/64" Sec. 5/32"	21/64"	1/64"	53/64"	11/16	1/32"	Notch	Note 2	720 L/S
	455" Eng.	A/T 13/32"	9/32"	---	1/8"	Pri. 7/32" Sec. 5/32"	21/64"	---	53/64"	7/16	1/32"	Notch	Note 2	720 L/S
	455" Eng. w/stage	A/T 13/32"	9/32"	---	1/8"	Pri. 13/64" Sec. 3/16"	21/64"	---	53/64"	7/16	1/32"	Notch	Note 2	720 L/S
1967	Cadillac ALL	1/4"	11/32"	---	3/32"	3/16"	5/16"	1/64"	7/8"	1/4	1/32"	Center Notch	Note 2	500-N
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	500-N
1969	Cadillac-Exc. Eldorado	1/4"	11/32"	---	3/32"	13/64"	5/16"	1/32"	55/64"	7/16	1/32"	Center Notch	Note 2	500-N
1970	Cadillac ALL	A/T 1/4"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	1/2	1/32"	Center Notch	Note 2	500-N
1971	Cadillac 472", 500" Eng.	A/T 1/4"	11/32"	---	3/32"	15/64"	5/16"	1/64"	27/32"	7/16	1/32"	Center Notch	Note 2	500-N
1972	Cadillac 472", 500" Eng. Except 7042232	All 1/4"	9/32"	---	3/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Center Notch	Note 2	500-N
	Except 7042236-236	All 3/8"	9/32"	---	3/32"	7/64"	5/16"	1/32"	27/32"	1/2	1/32"	Center Notch	Note 2	500-N
1973	Cadillac 472" Eng. Std.	All 1/4"	9/32"	---	3/32"	13/64"	5/16"	1/32"	27/32"	1/2	1/32"	Center Notch	Note 2	500-N
	(7042233) Commercial 500" Eng. Eldorado	All 5/16"	**Calif.	---	3/32"	3/16"	5/16"	1/32"	---	5/16	1/32"	Center Notch	Note 2	500-N
	500" Eng. Eldorado	All 3/8"	**Calif.	---	3/32"	7/32"	5/16"	1/32"	---	3/8	1/32"	Center Notch	Note 2	500-N
1974	Cadillac 472" Std. (7044233) Commercial	A/T 1/4"	**Calif.	---	7/64"	13/64" Calif.	3/16"	19/64"	1/32"	3/8	1/32"	Center Notch	Note 2	500-N
	(7044234) Altitude	A/T 9/32"	**Calif.	---	7/64"	3/16"	18/64"	1/32"	---	3/8	1/32"	Center Notch	Note 2	500-N
	500" Eng. Eldorado	A/T 1/4"	**Calif.	---	3/32"	13/64"	19/64"	1/32"	---	5/16	1/32"	Center Notch	Note 2	500-N
	(7044235) Altitude	A/T 3/8"	**Calif.	---	7/64"	13/64"	19/64"	1/32"	---	1/2	1/32"	Center Notch	Note 2	500-N
	Altitude	A/T 3/8"	**Calif.	---	3/32"	13/64"	19/64"	1/32"	---	3/8	1/32"	Center Notch	Note 2	500-N
1967	Camero 327"-360" Eng. w/o A.I.R.	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
1967	Camero 360" Eng.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1967	Camero 366" Eng. w/Needs & Seat	S/T 9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1968	Camero 327"-360" Eng. 327"-360" 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
	366" Eng.	S/T 3/16"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	366"-427" Eng.	A/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
1969	Camero 350" Eng.	A/T 7/32"	5/16"	3/8"	3/32"	3/16"	19/64"	---	27/32"	7/8	1/64"	Fig. 26	550	2000 H/S
	366" Eng.	S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	---	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
	366" Eng.	A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	---	27/32"	13/16	1/64"	Fig. 26	Note 2	2400 H/S
1970	Camero 360"-366" Eng.	S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	---	27/32"	13/16	1/64"	Fig. 26	Note 2	2400 H/S
	366" Eng.	A/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	---	27/32"	13/16	1/64"	Fig. 26	Note 2	2400 H/S
1971	Camero 380"-402" Eng.	A/T 1/4"	5/16"	3/8"	3/32"	7/64"	19/64"	---	27/32"	(7/16 360" Eng.) (13/16 366" Eng.)	1/64"	Fig. 26	Note 2	2400 H/S
1973	Camero 350" Eng. Hi Perf. 454" Eng.	All/T 1/4"	---	---	7/16"	7/32"	29/64"	1/64"	---	1	1/64"	Fig. 26	Note 2	2400 H/S
1974	Camero 360" Eng.	All/T 1/4"	---	---	7/16"	15/64"	29/64"	---	---	7/8 (11. H. Perf.)	1/64"	Fig. 26	Note 2	2400 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	550	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	2200 H/S
1972	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	Note 2	2200 H/S
1973	Checker Motors 350" Eng.	A/T 3/16"	---	---	3/32"	7/32"	29/64"	---	---	---	---	Fig. 26	Note 2	2200 H/S
1974	Checker Motors 350" Eng.	A/T 1/4"	---	---	7/16"	1/4"	29/64"	1/64"	---	1/2	---	Fig. 26	Note 2	2200 H/S
1967	Chevelle 327" Eng. 360" Eng. All w/o A.I.R.	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
	366" Eng. & w/A.I.R.	S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	---	27/32"	7/8	1/64"	Fig. 26	500	2200 H/S
	366" Eng. & w/A.I.R.	A/T 9/32"	9/32"	3/8"	3/32"	1/4"	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

08050-372-7-P1

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. A/T	Fast Idle R. P. M. In Neut.
1967	Chevle-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	800	2000 H/S
1968	Chevle 327"-350" Eng.	All S/T 9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2000 H/S
	Hi. Perf. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	396"-427" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevle 350" 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	Note 2	2400 H/S
	396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
1970	Chevle 350"-396"-400"-454" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Chevle 350"-402"-454" Eng.	All S/T 1/4"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	1800 2/S
		All A/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	700	1800 2/S
		All S/T 1/4"	5/16"	3/8"	3/32"	9/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	1800 2/S
1972	Chevle 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	402"-454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
1973	Chevle 350" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	1800 2/S
1974	Chevle 350" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	400" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	1800 2/S
1966	Chevrolet 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	800	2000 H/S
1966	Chevrolet 327" Eng. & w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	15/64"	9/32"	1/64"	63/64"	1	1/64"	Fig. 26	800	2200 H/S
	396"-427" Eng. & w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	15/64"	9/32"	1/64"	63/64"	1	1/64"	Fig. 26	800	2200 H/S
1967	Chevrolet 327"-350" Eng.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	5/16"	1/64"	27/32"	1	1/64"	Fig. 26	800	2200 H/S
	w/A.I.R.	All S/T 9/32"	9/32"	3/8"	7/64"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2200 H/S
	& w/A.I.R.	All S/T 9/32"	9/32"	3/8"	3/32"	13/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2200 H/S
	396"-427" Eng. & w/A.I.R.	All A/T 9/32"	9/32"	3/8"	7/64"	15/64"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2200 H/S
	& w/A.I.R.	All S/T 9/32"	9/32"	3/8"	3/32"	5/32"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2200 H/S
1967	Chevrolet-Late w/Needle & 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	800	2200 H/S
1968	Chevrolet 327"-350" Eng.	All S/T 9/32"	9/32"	3/8"	3/32"	1/4"	3/16"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2000 H/S
1968	Chevrolet 396"-427" Eng. (Std. & Hi. Perf.)	All A/T 3/16"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevrolet 350" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	427" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
1970	Chevrolet 350"-400"-454" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Chevrolet 350"-402"-454" Eng.	All S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1972	Chevrolet 402"-454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
1973	Chevrolet 350" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	1800 2/S
1974	Chevrolet 350" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	400" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	3/4	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	1800 2/S
1967	Chevy II 327" Eng. 350" Eng. w/A.I.R.	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	800	2200 H/S
1968	Chevy II 327"-350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	15/64"	9/32"	1/64"	27/32"	7/8	1/64"	Fig. 26	800	2200 H/S
	Hi. Perf. 327" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevy II 350" Eng.	All S/T 9/32"	9/32"	3/8"	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
	396" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
1970	Chevy II 396" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
		All S/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1968	Corvette 327" Eng. Std. & Hi. Perf.	All A/T 9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	3/8	1/64"	Fig. 26	Note 2	2400 H/S
	Hi. Perf. 427" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	5/32"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1968	Corvette 350" Eng.	All A/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
	350" Eng. Hi. Perf.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	700	2400 H/S
	427" Eng. Hi. Perf.	All A/T 1/4"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	750	2400 H/S
1970	Corvette 350" Eng.	All/T 3/16"	5/16"	3/8"	7/64"	9/32"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	2400 H/S
1971	Corvette 350"-454" Eng.	All A/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	800	1800 2/S
1972	Corvette 350" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
1973	Corvette 350" Eng. Hi. Perf.	All/T 1/4"	3/8"	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	1800 2/S
1974	Corvette 350" Eng.	All/T 1/4"	3/8"	3/8"	7/16"	15/64"	29/64"	1/64"	27/32"	7/8 (1. Hi. Perf.)	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All/T 3/8"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	1800 2/S
1968	Chevrolet Truck 1/2-3/4 Ton - 396" Eng.	All S/T 3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S
1969	Chevrolet Truck 350" Eng.	All S/T 7/32"	5/16"	3/8"	3/32"	3/16"	29/64"	1/64"	27/32"	7/16	1/64"	Fig. 26	Note 2	2400 H/S
1970	Chevrolet Truck 350"-400" Eng. Calif.	All S/T 11/32"	5/16"	3/8"	7/64"	1/4"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	Note 2	2400 H/S
1971	Chevrolet Truck 350" Eng. 402" Eng.	All S/T 1/4"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
1972	Chevrolet Truck 350" Eng.	All/T 11/32"	5/16"	3/8"	3/32"	17/64"	29/64"	1/64"	27/32"	13/16	1/64"	Fig. 26	Note 2	1800 2/S
	402" Eng. Series 10-20-30	All S/T 5/16"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	402" Eng. Series 10	All A/T 1/4"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	402" Eng. Series 20-30	All S/T 7/32"	5/16"	3/8"	3/32"	1/4"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
1973	Chevrolet Truck 350" Eng. C, K, P, -20, 30 & G, P, -30 Mtr. Home	All/T 11/32"	5/16"	3/8"	3/32"	7/32"	29/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	1800 2/S
	350" Eng. G-10	All/T 1/4"	3/8"	3/8"	7/16"	7/32"	29/64"	1/64"	27/32"	1/2	1/64"	Fig. 26	Note 2	1800 2/S
	454" Eng.	All 1/4"	3/8"	3/8"	7/16"	1/4"	29/64"	1/64"	27/32"	11/16	1/64"	Fig. 26	Note 2	1800 2/S

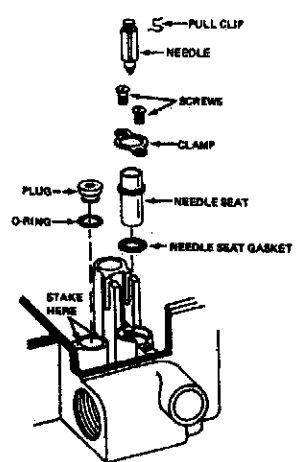


Year	Make	Float Level Setting	Pump Rod Adj.	Idle Vent Adj.	Choke Rod	Vacuum Break	Unloader	Air Valve Lockout	Secondary Metering Rod	Air Valve Spring Adj. Turns	Air Valve Dashpot	Auto Choke Setting	Slow Idle R. P. M.		Fast Idle R. P. M. In Reat.	
													S/T	A/T-Dr.		
1971	Oldsmobile 360" Eng. 465" Eng. Std. 4-4-2 465" Eng.	A/T	1/4"	...	9/64"	1/32"	13/64"	1/64"	...	1/2	1/32"	Center Notch	780	...	1080 L/S	
		A/T	1/4"	...	9/64"	7/32"	13/64"	1/64"	...	3/4	1/32"	Center Notch	...	...	1080 L/S	
1972	Oldsmobile 360" Eng. 455" Eng. 4-4-2 465" Eng.	A/T	1/4"	...	15/64"	9/32"	13/64"	1/32"	...	3/4	3/8"	Center Notch	780	...	1080 L/S	
		A/T	1/4"	...	15/64"	13/64"	13/64"	1/32"	...	3/4	3/8"	Center Notch	...	...	1080 L/S	
1973-74	Oldsmobile 360" Eng. 455" Eng. 465" Eng. Commercial 465" Eng. Hi. Perf. Calif.	A/T	1/4"	...	15/64"	9/32"	13/64"	1/32"	...	3/4	3/8"	Index	Note 2	...	1100 L/S	
		A/T	1/4"	...	15/64"	13/64"	13/64"	1/32"	...	3/4	3/8"	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"	3/32"	17/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	600	2800 H/S	
		S/T	3/16"	9/32"	3/8"	3/32"	15/64"	1/64"	53/64"	1/2	1/32"	Center Notch	...	...	2800 H/S	
1968	Pontiac 400" 428" Eng.	A/T	1/4"	9/32"	3/8"	3/32"	15/64"	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"	15/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	...	2800 H/S	
1969	Pontiac 350" 400" 428" Eng.	A/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Note 2	...	2800 H/S	
		S/T	9/32"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Note 2	...	2800 H/S	
1970	Pontiac 400" 465" Eng.	A/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	1000	680	2300 H/S	
		S/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	950	680	2300 H/S	
1971	Pontiac 400" Eng. & 465" Eng. Std.	A/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	1000	680	2300 H/S	
		S/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	950	680	2300 H/S	
1972	Pontiac 400" Eng. 455" Eng. 465" Eng. Hi. Perf.	A/T	9/32"	13/32"	...	3/32"	13/64"	1/64"	...	...	...	Fig. 26	...	...	2800 H/S	
		S/T	1/4"	13/32"	...	7/64"	13/64"	5/16"	1/64"	...	5/8	1/32"	Fig. 26	Note 2	...	2800 H/S
1973-74	Pontiac 400" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"	...	7/64"	21/64"	5/16"	1/64"	...	11/16	1/32"	Fig. 26	Note 2	1800 2/S	
		S/T	1/4"	7/16"	...	7/64"	19/64"	5/16"	1/64"	...	7/16	1/32"	Fig. 26	Note 2	1600 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	...	2200 H/S	
		S/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	500	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"	1/64"	27/32"	7/8	1/64"	Fig. 26	...	2200 H/S	
		S/T	9/32"	9/32"	3/8"	7/64"	5/32"	17/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	900	500	2200 H/S
1970	Pontiac Canada 350" 454" Eng. 400" 455" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S	
		S/T	1/4"	5/16"	...	7/64"	1/4"	19/64"	1/64"	27/32"	7/8	1/64"	Fig. 26	Note 2	2400 H/S	
1968	Tempest 230" Eng. Tempest Early 330" Eng. Late 230" Eng. Tempest 400" Eng.	A/T	7/32"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	1/32"	Center Notch	600	500	2800 H/S
		S/T	7/32"	9/32"	3/8"	3/32"	13/64"	1/4"	21/64"	1/64"	53/64"	1/2	1/32"	Center Notch	600	500
1968	Tempest 250" Eng. All 360" 400" Eng.	A/T	3/16"	9/32"	3/8"	3/32"	9/64"	5/16"	1/64"	53/64"	1/2	1/32"	Center Notch	600	500	2800 H/S
		S/T	1/4"	9/32"	3/8"	3/32"	15/64"	1/64"	53/64"	1/2	1/32"	Center Notch	...	...	2800 H/S	
1968-69	Tempest 400" Eng. Ram Air Carb. No. 7028270-273	A/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
		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. 400" Eng. Ram Air	A/T	3/16"	9/32"	3/8"	3/32"	3/16"	19/64"	1/64"	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"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	...	2800 H/S
1970	Tempest 400" Eng. Ram Air 400" 455" Eng.	A/T	9/32"	1/4"	...	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	...	2800 H/S
		S/T	9/32"	1/4"	...	3/32"	1/4"	19/64"	1/64"	53/64"	1/2	1/32"	Center Notch	Note 2	...	2800 H/S
1971	Tempest 400" Eng. & 455" Eng. Std. 455" Eng. Hi Output & w/air ram	A/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	1050	780	2800 H/S	
		S/T	9/32"	9/32"	3/8"	7/64"	13/32"	...	...	...	...	Center Notch	980	680	2800 H/S	
1972	Tempest/Lemans 400" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"	...	7/64"	13/64"	5/16"	1/64"	...	5/8	1/32"	Fig. 26	Note 2	1800 2/S	
		S/T	1/4"	13/32"	...	7/64"	21/64"	5/16"	1/64"	...	11/16	1/32"	Fig. 26	Note 2	1800 2/S	
1973	Tempest 400" Eng. 455" Eng. Hi. Perf.	A/T	3/8"	13/32"	...	7/64"	13/64"	5/16"	1/64"	...	5/8	1/32"	Index	Note 2	1800 2/S	
		S/T	1/4"	7/16"	...	7/64"	21/64"	5/16"	1/64"	...	7/16	1/32"	Fig. 26	Note 2	1800 2/S	
1974	Tempest/Lemans 350" Eng. 400" Eng. 455" Eng. Hi. Perf.	A/T	13/32"	...	13/64"	19/64"	5/16"	1/64"	...	9/16	1/32"	Index	Note 2	...	1800 2/S	
		S/T	13/32"	...	13/64"	19/64"	5/16"	1/64"	...	9/16	1/32"	Index	Note 2	...	1800 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 Deal 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 W - W/O A. I. R. \*With and Without Injection Reactor L/S = Low Step Increase Idle 75 RPM on A/C Units with A/C on.  
 \*\*Outer Hole of Pump Lever H/S = High Step Increase Idle 75 RPM on Cars with A. I. R.  
 \*\*\*Fast Idle Cam Adj. Ords. S/T = Standard Transmission 2/S = Second Step  
 A/T = Automatic Transmission 3/S = Third Step

### 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 tightly). Install assembly into fuel stand pipe. Using 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".