

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3801-2

ROCHESTER CARBURETOR

2 BARREL • Models 2G, 2GC, 2GV

1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
2. The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

3. Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts List shown DOES NOT reflect the contents of the kit.

### DISASSEMBLY - ASSEMBLY HIGHLIGHTS

**NOTE:** If specification data for your carburetor is not available, measure the float level setting before removal of float assembly.

1. UPON DISASSEMBLY, MARK LOCATION & NOTE POSITION OF ALL SPRINGS WHICH HAVE BEEN REMOVED
2. RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES
3. SOME MODELS REMOVE LIMITER CAPS (69) BY TURNING IN #8 SHEET METAL SCREW IN CENTER OF CROSS SLOTS FORCING LIMITER CAPS OFF
4. WHEN REMOVING MIXTURE SCREWS (70) MARK POSITION. TURN OUT UNTIL LIGHTLY SEATED. COUNTING NUMBER OF TURNS. TURN OUT TO INDEX. MARK. RECORD NUMBER OF TURNS FOR RE-ASSEMBLY AND THEN REMOVE. IF MIXTURE SCREWS WERE REMOVED WITHOUT INDEXING, TURN IN UNTIL LIGHTLY SEATED. TURN OUT TWO TURNS
5. COVER OPENING ON INTAKE MANIFOLD AFTER CARBURETOR IS REMOVED
6. TO PREVENT LOSS OF COOLANT, DO NOT DISCONNECT HOSE FROM CHOKE STAT (21)
7. INSTALL CHOKE HOUSING SEAL (20) WITH LIP FACING OUTWARD
8. LIGHTLY LUBRICATE PISTON ASSEMBLY CUP (43) BEFORE INSTALLING
9. DO NOT ALLOW VITON NEEDLE (39) TO BE PRESSED INTO SEAT (40)
10. CHECK THROTTLE LINKAGE FOR FREEDOM OF MOVEMENT BEFORE & AFTER INSTALLATION OF CARBURETOR ON ENGINE

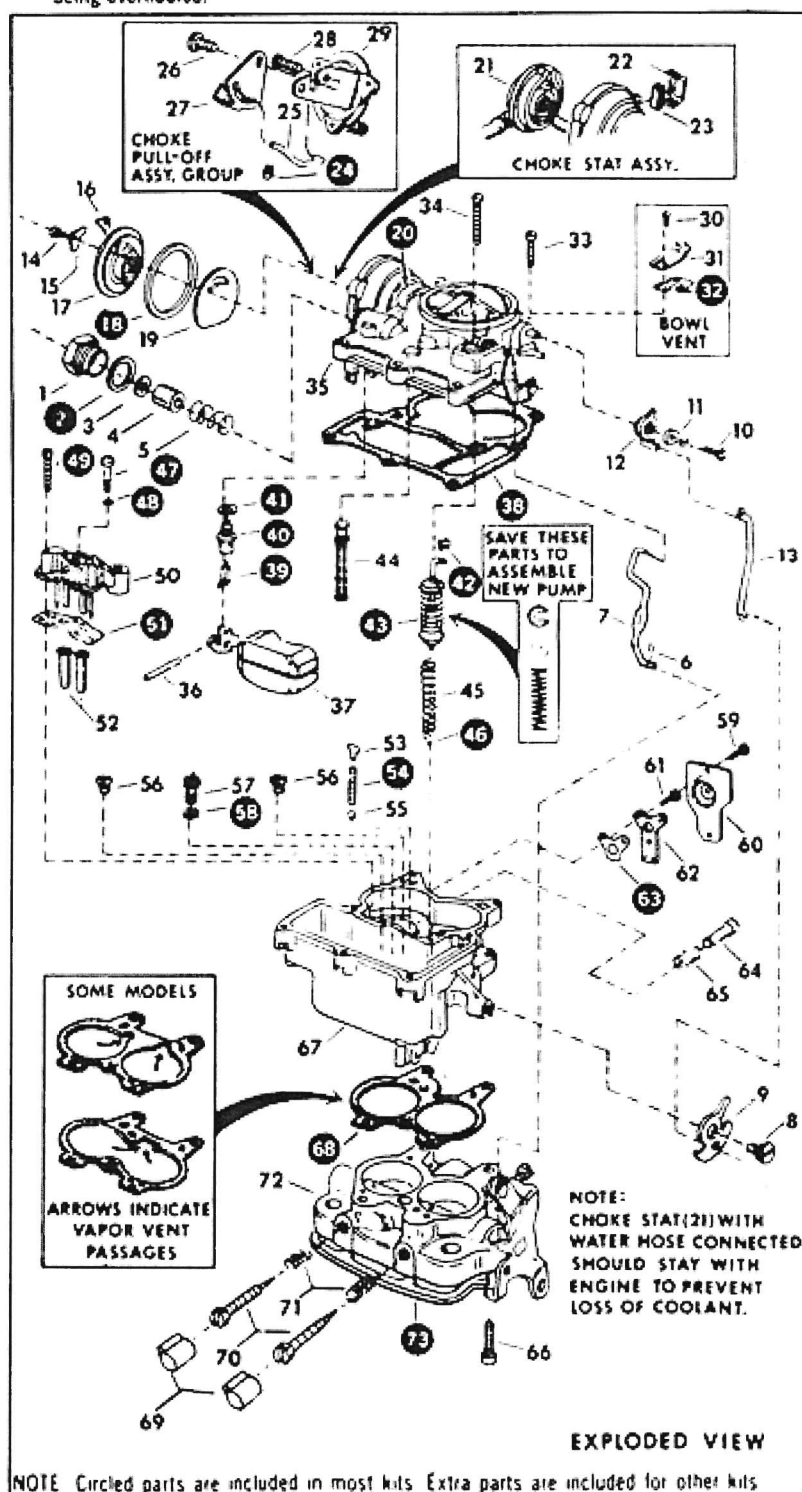
### CLEANING

Place carburetor parts, other than those made of rubber, leather or plastic, in cleaning solvent. Remove all loose particles and dirt using a stiff bristle brush. Do not use abrasives. Do not use a metal wire to clean out passageways and jets. Wash off in suitable solvent. Clear all passageways and jets with compressed air.

### PARTS LIST

- |                                     |                                                             |
|-------------------------------------|-------------------------------------------------------------|
| 1 Adapter, Fuel Inlet               | 38 Gasket, Air Horn                                         |
| 2 Gasket, Adapter                   | 39 Needle, Fuel Inlet                                       |
| 3 Gasket, Fuel Filter               | 40 Seat, Fuel Inlet                                         |
| 4 Filter, Fuel Inlet                | 41 Gasket, Seal                                             |
| 5 Spring, Overide, Filter           | 42 Clip, Pump Piston                                        |
| 6 Clip, Pump Rod Lower              | 44 Piston Assembly, Power Valve                             |
| 7 Rod, Pump Piston                  | 45 Spring, Piston Return                                    |
| 8 Screw, Fast Idle Cam              | 46 Ball Check, Pump Intake (small)                          |
| 9 Cam, Fast Idle                    | 47 Screw, Center, Venturi Assy                              |
| 10 Screw, Lever, Trip               | 48 Gasket, Center Screw                                     |
| 11 Lever, Trip                      | 49 Screw, Mounting, Venturi Assembly                        |
| 12 Lever, Engaging Choke            | 50 Venturi Assembly                                         |
| 13 Rod, Connecting, Choke           | 51 Gasket, Venturi                                          |
| 14 Screw, Retainer, Choke Cover     | 52 Tube, Main Well (2)                                      |
| 15 Retainer, Serrated, Choke Cover  | 53 Retainer, Spring, Pump Discharge                         |
| 16 Retainer, Choke Cover            | 54 Spring, Pump Discharge Ball                              |
| 17 Cover, Choke Stat Assembly       | 55 Ball Check, Pump Discharge (Large)                       |
| 18 Gasket, Choke Cover              | 56 Jet, Main (2)                                            |
| 19 Deflector, Heat, Choke Cover     | 57 Power Valve                                              |
| 20 Seal, Choke Housing (Not Shown)  | 58 Gasket, Power Valve                                      |
| 21 Choke Stat Cover Assembly #      | 59 Screw, Hot Idle Compensator Cover                        |
| 22 Holder, Filter #                 | 60 Cover, Hot Idle Compensator                              |
| 23 Filter, Intake Air #             | 61 Screw, Bi-Metallic Valve                                 |
| 24 "E" Clip, Choke Pull-Off Link #  | 62 Bi-Metallic Valve, Hot Idle Compensator                  |
| 25 Link, Choke Pull-Off #           | 63 Gasket, Bi-Metallic Valve                                |
| 26 Screw, Choke Shaft               | 64 Screw, Idle Air Adjusting (By Pass Idle System)          |
| 27 Lever, Choke Shaft Slotted #     | 65 Spring, Idle Air Adjusting Screw                         |
| 28 Screw, Choke Pull-Off Mounting # | 66 Screw, Throttle Body to Main Body                        |
| 29 Choke Pull-Off Assembly #        | 67 Main Body                                                |
| 30 Screw, Vent Valve Cover #        | 68 Gasket, Throttle Body to Main Body (Match up old Gasket) |
| 31 Cover, Vent Valve #              | 69 Cap, Limiter #                                           |
| 32 Valve, Vent #                    | 70 Screw, Idle Mixture                                      |
| 33 Screw, Air Horn Mounting (short) | 71 Spring, Idle Mixture Screw                               |
| 34 Screw, Air Horn Mounting (long)  | 72 Throttle Body Assembly                                   |
| 35 Air Horn Assembly                | 73 Gasket, Flange                                           |
| 36 Rod, Float Hinge                 |                                                             |
| 37 Float Assembly                   |                                                             |

# Some Models



NOTE: Circled parts are included in most kits. Extra parts are included for other kits.

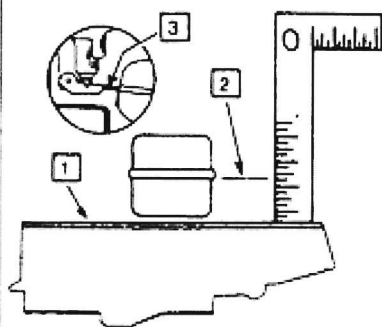
## ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL  
ADJUSTMENT**

- 1 INVERT AIR HORN WITH GASKET IN PLACE
- 2 MEASURE SPECIFIED DISTANCE OPPOSITE HINGE END FROM OUTWARD BOTTOM EDGE OF SEAM TO AIR HORN GASKET
- 3 BEND HERE TO ADJUST FLOAT LEVEL

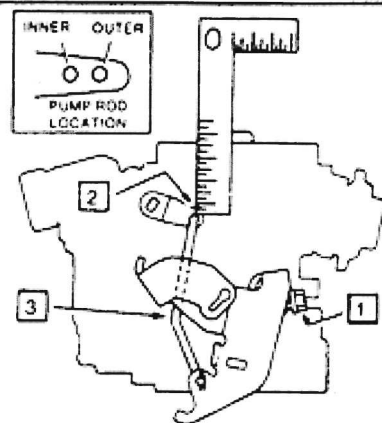
NOTE 1 TO AVOID DAMAGING FLOAT NEEDLE DO NOT PRESS NEEDLE INTO SEAT

NOTE 2 CHECK FLOAT FOR CORRECT ALIGNMENT



**FIG. E  
PUMP ROD  
ADJUSTMENT**

- 1 BACK OUT IDLE SPEED SCREW SO THAT THROTTLE VALVES ARE FULLY CLOSED
- 2 MEASURE SPECIFIED DISTANCE FROM TOP OF PUMP ROD TO TOP OF AIR HORN RING
- 3 TO ADJUST BEND ROD

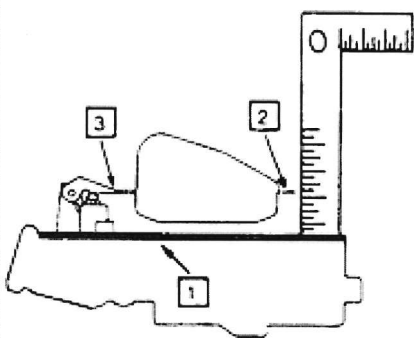


**FIG. B  
FLOAT LEVEL  
ADJUSTMENT**

- 1 INVERT AIR HORN & POSITION GASKET ON PARTING SURFACE
- 2 MEASURE SPECIFIED DISTANCE OPPOSITE HINGE END FROM OUTWARD BOTTOM EDGE OF SEAM TO AIR HORN GASKET
- 3 BEND HERE TO ADJUST FLOAT LEVEL

NOTE 1 TO AVOID DAMAGING FLOAT NEEDLE DO NOT PRESS NEEDLE INTO SEAT

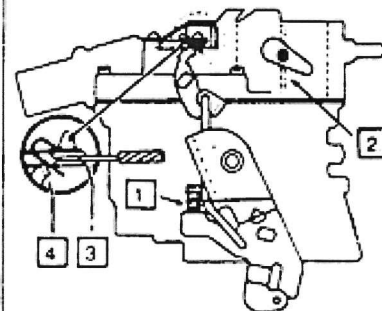
NOTE 2 CHECK FLOAT FOR CORRECT ALIGNMENT



**FIG. F  
IDLE VENT  
ADJUSTMENT**

- 1 ADJUST IDLE TO SPECIFIED RPM. NOTE IDLE STOP SOLENOID MUST BE ACTIVATED (WHERE USED)
- 2 POSITION CHOKE VALVE WIDE OPEN WITH FAST IDLE SCREW OFF STEPS OF FAST IDLE CAM
- 3 GAUGE AS SPECIFIED BETWEEN VALVE & SEAT AT WIDEST POINT
- 4 TO ADJUST BEND TANG

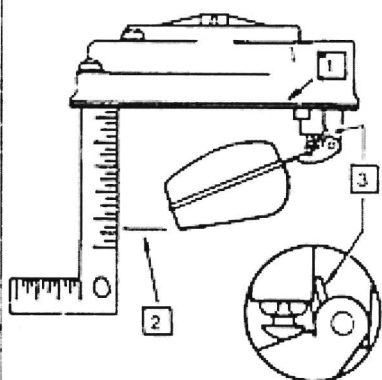
MODELS PRIOR TO 1968 - OPEN THROTTLE UNTIL VENT VALVE JUST CLOSURES. PLACE GAUGE ON TOP OF AIR HORN RING. DIMENSION TO TOP OF PUMP ROD SHOULD BE AS SPECIFIED. ADJUST BY BENDING TANG ON PUMP LEVER



**FIG. C  
FLOAT DROP  
ADJUSTMENT**

- 1 POSITION AIR HORN UP RIGHT TO ALLOW FLOAT TO HANG FREE. GASKET MUST BE IN PLACE
- 2 MEASURE SPECIFIED DISTANCE FROM BOTTOM OF FLOAT TO GASKET SURFACE
- 3 TO ADJUST BEND FLOAT TANG

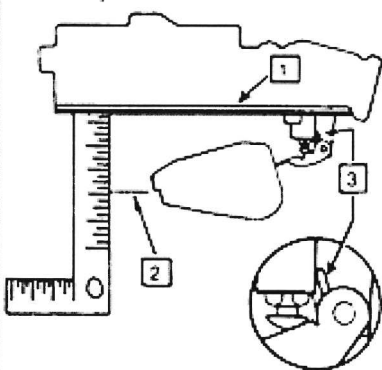
NOTE BE SURE NEEDLE DOES NOT WEDGE AT MAXIMUM DROP



**FIG. D  
FLOAT DROP  
ADJUSTMENT**

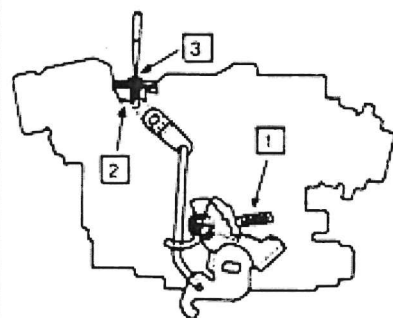
- 1 POSITION AIR HORN UP RIGHT TO ALLOW FLOAT TO HANG FREE. GASKET MUST BE IN PLACE
- 2 MEASURE SPECIFIED DISTANCE FROM NOTCH AT FLOAT TO GASKET SURFACE
- 3 BEND TANG TO ADJUST FLOAT DROP

NOTE BE SURE NEEDLE DOES NOT WEDGE AT MAXIMUM DROP



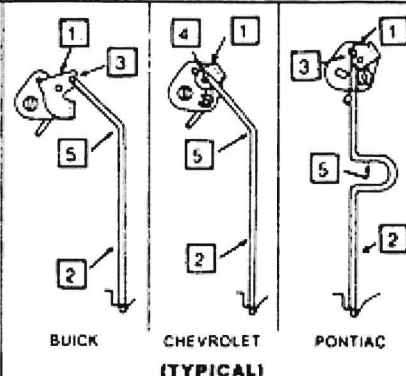
**FIG. G  
BOWL VENT VALVE  
ADJUSTMENT**

- 1 SET (SLOW) IDLE SPEED SCREW TO PROPER RPM. THEN POSITION SCREW ON 2ND STEP OF FAST IDLE CAM
  - 2 VENT VALVE SHOULD JUST BE CLOSED
  - 3 TO ADJUST TURN VENT VALVE SCREW
- NOTE FAST IDLE SPEED IS AUTOMATICALLY SET WHEN (SLOW) IDLE SPEED IS ADJUSTED.



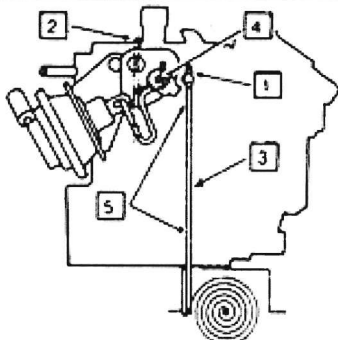
**FIG. H  
CHOKE COIL  
ROD ADJUSTMENTS**

- 1 FROM CHOKE LEVER REMOVE UPPER END OF ROD & HOLD CHOKE VALVE FULLY CLOSED
- 2 LIFT UPWARD ON ROD AGAINST STOP
- 3 END OF ROD SHOULD FIT GAUGE NOTCH
- 4 BOTTOM OF ROD EVEN WITH TOP OF HOLE
- 5 TO ADJUST BEND ROD



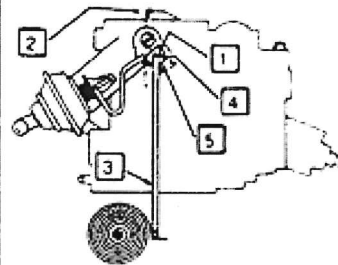
**FIG. I**  
**CHOKE COIL**  
**ROD ADJUSTMENT**

- 1 RELEASE UPPER END OF ROD FROM CHOKE LEVER
- 2 POSITION CHOKE VALVE WIDE OPEN
- 3 PRESS DOWN ON ROD TO END OF TRAVEL
- 4 TOP EDGE OF PIN OR ROD ON SWIVEL MUST BE IN SPECIFIED LOCATION
- 5 TO ADJUST, BEND ROD OR TURN SWIVEL UP OR DOWN



**FIG. J**  
**CHOKE COIL**  
**ROD ADJUSTMENT**

- 1 FROM CHOKE LEVER REMOVE UPPER END OF CHOKE ROD
- 2 ROTATE CHOKE VALVE TO WIDE OPEN POSITION
- 3 PUSH DOWN ON ROD TO END OF TRAVEL
- 4 ROD MUST LOCATE IN BOTTOM OF SLOT IN LEVER
- 5 TO ADJUST, PLACE SCREW DRIVER IN SLOT AND BEND LEVER AS NEEDED

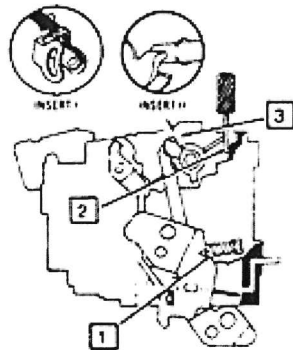


NOTE 71 MODELS - TOP OF ROD MUST FIT NOTCH IN LEVER

**FIG. K**  
**CHOKEROD (FAST IDLE CAM)**  
**ADJUSTMENT**

IMPORTANT: BEFORE MAKING ADJUSTMENTS 1-2-3 READ NOTE AND PARAGRAPHS "PROCEDURE 1" AND "PROCEDURE 2" BELOW.

- 1 PLACE LOW IDLE SPEED SCREW ON 2ND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP
- 2 MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
- 3 TO ADJUST, BEND TANG AS NECESSARY (SEE INSERT I OR II)

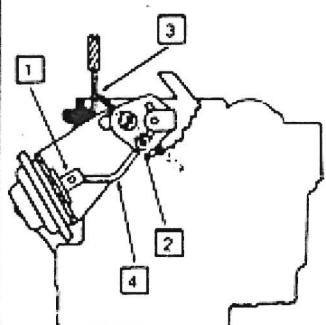


THEN TURN THIS SCREW IN ONE FULL TURN FROM THIS POINT NEXT, TURN THE FAST IDLE SCREW IN UNTIL IT TOUCHES BOTTOM STEP OF FAST IDLE CAM

PROCEDURE 2 - ALL MODELS - POSITION FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AGAINST SHOULDER OF HIGH STEP WHILE HOLDING SCREW IN THIS POSITION, CHECK CLEARANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN. ADJUST TO SPECIFIED DIMENSION BY BENDING TANG ON CHOKE LEVER AND COLLAR ASSEMBLY

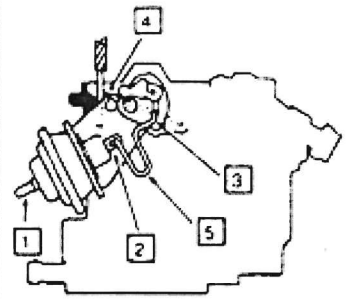
**FIG. L**  
**VACUUM BREAK**  
**ADJUSTMENT**

- 1 USING OUTSIDE VACUUM SOURCE SEAT DIAPHRAGM PLUNGER
- 2 POSITION CHOKE VALVE CLOSED WITH ROD IN BOTTOM OF SLOT
- 3 MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN
- 4 TO ADJUST, BEND ROD



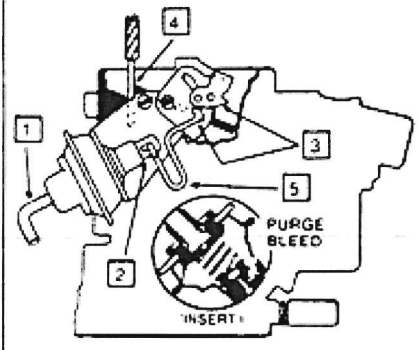
**FIG. M**  
**VACUUM BREAK**  
**ADJUSTMENT**

- 1 WITH FAST IDLE SCREW ON HIGHEST STEP OF CAM, SEAT VACUUM DIAPHRAGM USING AN OUTSIDE VACUUM SOURCE
- 2 PULL OUT ON PLUNGER UNTIL SEATED (SPRING COMPRESSED)
- 3 ROD MUST LOCATE IN BOTTOM OF SLOT WHEN PUSHING UP ON LEVER
- 4 GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
- 5 TO ADJUST, BEND LINK



**FIG. N**  
**AUXILIARY VACUUM**  
**BREAK ADJUSTMENT**

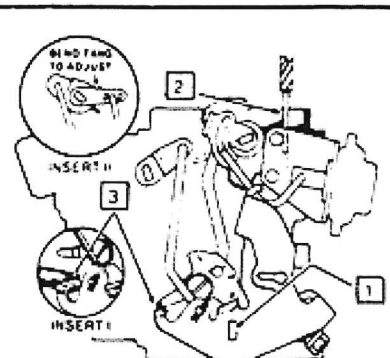
- 1 WITH FAST IDLE SCREW ON HIGHEST STEP OF CAM, SEAT VACUUM DIAPHRAGM USING AN OUTSIDE VACUUM SOURCE
- 2 PULL OUT ON PLUNGER UNTIL SEATED (SPRING COMPRESSED) (SEE NOTES)
- 3 MOVE UP ON LEVER SO THAT ROD IS IN BOTTOM OF SLOT
- 4 GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
- 5 TO ADJUST, BEND ROD
- NOTES:  
A DO NOT PULL VACUUM DIAPHRAGM OFF ITS SEAT  
B WHEN PURGE FILTER IS USED (see insert I), REMOVE VACUUM BREAK DIAPHRAGM



HOSE AND RUBBER COVER ON FILTER ELEMENT FROM VACUUM BREAK TUBE TAPE SMALL BLEEDER HOLE CLOSED AFTER ADJUSTMENT, TAPE MUST BE REMOVED, AND THE ABOVE REPLACED IN REVERSE ORDER

**FIG. O**  
**CHOKEROD (FAST IDLE CAM)**  
**ADJUSTMENT**

- 1 MAINTAIN THROTTLE VALVES IN WIDE OPEN POSITION
- 2 GAUGE AS SPECIFIED BETWEEN WALL OF AIR HORN AND UPPER EDGE OF CHOKE VALVE
- 3 TO ADJUST, BEND TANG (See Insert II) NOTE ON SPLIT LINKAGE MODEL 2GC, BEND TANG ON DECHOKE LEVER ON CHOKE SIDE OF CARBURETOR (See Insert II)



| Year                                         | MODEL                                                                                        | Float Level                      | Fig.             | Float Drop                       | Fig.             | Pump Rod                           | Fig.             | Idle Vent              | Fig.                   | Vac. Break                   |                             |                   | Choke Rod                            | Fig.                               | Un-Loader                    | Fig.                         | Auto Choke       | Fig.             | Idle Speed       |                                           |      |
|----------------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------|------------------|----------------------------------|------------------|------------------------------------|------------------|------------------------|------------------------|------------------------------|-----------------------------|-------------------|--------------------------------------|------------------------------------|------------------------------|------------------------------|------------------|------------------|------------------|-------------------------------------------|------|
|                                              |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        | Prim.                        | Fig.                        | Aux.              |                                      |                                    |                              |                              |                  |                  | Fig.             | Normal*                                   | Fast |
| CHEVROLET — SPECIFICATION I.D.-A             |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1970                                         | 307 Eng — A-T — Exc Calif<br>— Calif<br>— M-T — Exc Calif<br>— Calif                         | 27/32<br>27/32<br>27/32<br>27/32 | A<br>A<br>A<br>A | 1-3/4<br>1-3/4<br>1-3/4<br>1-3/4 | C<br>C<br>C<br>C | 1-3/8<br>1-5/16<br>1-3/8<br>1-5/16 | E<br>C<br>E<br>C | 1/32<br>—<br>1/32<br>— | F<br>F<br>F<br>F       | 3/32<br>3/32<br>1/8<br>1/8   | L<br>L<br>L<br>L            | —<br>—<br>—<br>—  | 1-1/16<br>1-1/16<br>1-1/16<br>1-1/16 | K<br>K<br>K<br>K                   | 7-32<br>7-32<br>5-32<br>5-32 | O<br>O<br>O<br>O             | —<br>—<br>—<br>— | —<br>—<br>—<br>— | —<br>—<br>—<br>— | —<br>—<br>—<br>—                          |      |
| CHEVROLET, PONTIAC                           |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 307 Eng — A-T<br>— M-T                                                                       | 27/32<br>27/32                   | A<br>A           | 1-3/4<br>1-3/4                   | C<br>C           | 1-13/32<br>1-13/32                 | E<br>E           | —<br>—                 | —<br>—                 | 5/64<br>7/64                 | L<br>L                      | —<br>—            | 3-64<br>5-64                         | K<br>K                             | 13-64<br>13-64               | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | 550<br>600                                |      |
| GM TRUCKS                                    |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 307 Eng — Series C & K & P — A-T<br>— M-T<br>— Soleenoid — A-T<br>— M-T                      | 21/32<br>21/32<br>21/32<br>21/32 | B<br>B<br>B<br>B | 1-3/8<br>1-3/8<br>1-3/8<br>1-3/8 | D<br>D<br>D<br>D | 1-3/8<br>1-3/8<br>1-3/8<br>1-3/8   | E<br>E<br>E<br>E | —<br>—<br>—<br>—       | —<br>—<br>—<br>—       | 5/64<br>7/64<br>5/64<br>7/64 | L<br>L<br>L<br>L            | —<br>—<br>—<br>—  | 3-64<br>5-64<br>3-64<br>5-64         | K<br>K<br>K<br>K                   | 7-32<br>7-32<br>7-32<br>7-32 | O<br>O<br>O<br>O             | —<br>—<br>—<br>— | —<br>—<br>—<br>— | —<br>—<br>—<br>— | 600 D<br>700<br>2400<br>2400              |      |
| 1970                                         | 307 Eng — Series G — w/o Soleenoid<br>— Series 10 — Exc Calif<br>— Calif<br>— Series 20 & 30 | 21/32<br>21/32<br>21/32<br>27/32 | B<br>B<br>B<br>A | 1-3/8<br>1-3/8<br>1-3/8<br>1-3/4 | D<br>D<br>D<br>C | 1-5/16<br>1-3/8<br>1-5/16<br>1-3/8 | E<br>E<br>E<br>E | —<br>—<br>—<br>—       | 1/32<br>—<br>—<br>1/32 | F<br>F<br>F<br>F             | 9/64<br>9/64<br>9/64<br>1/8 | L<br>L<br>L<br>L  | —<br>—<br>—<br>—                     | 1-1/16<br>1-1/16<br>1-1/16<br>3-32 | K<br>K<br>K<br>K             | 7-32<br>7-32<br>7-32<br>7-32 | O<br>O<br>O<br>O | —<br>—<br>—<br>— | —<br>—<br>—<br>— | 2400<br>2400<br>2400<br>2400              |      |
| AMERICAN MOTORS, JEEP — SPECIFICATION I.D.-B |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 350 Eng                                                                                      | 1-3/16"                          | B                | 1-13/16                          | D                | 1-3/8                              | E                | —                      | —                      | 5/32                         | L                           | 9/64              | 5-64                                 | K                                  | 3-16                         | O                            | —                | —                | —                | 650-700 N                                 |      |
| 1970                                         | 350 Eng                                                                                      | 1-13/16                          | B                | 1-3/4                            | D                | 1-13/32                            | E                | —                      | —                      | 5/32                         | L                           | 9/64              | 5-64                                 | K                                  | 3-16                         | O                            | —                | —                | —                | —                                         |      |
| BUICK                                        |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1974                                         | 350 Eng — (Exc Calif)<br>— Calif                                                             | 15/32<br>15/32                   | B<br>B           | 1-9/32<br>1-9/32                 | D<br>D           | 1-15/32<br>1-15/32                 | E<br>E           | —<br>—                 | —<br>—                 | 9/64<br>5/32                 | L<br>L                      | 1/8<br>1/8        | 5-64<br>5-64                         | K<br>K                             | 3-16<br>3-16                 | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | A-T 650-500<br>A-T 650-500                |      |
| 1973                                         | 455 Eng<br>350 Eng — A-T<br>— M-T                                                            | 15/32<br>15/32<br>15/32          | B<br>B<br>B      | 1-9/32<br>1-9/32<br>1-9/32       | D<br>D<br>D      | 1-15/32<br>1-15/32<br>1-15/32      | E<br>E<br>E      | —<br>—<br>—            | —<br>—<br>—            | 5/32<br>9/64<br>5/32         | L<br>L<br>L                 | 1/8<br>1/8<br>1/8 | 5-64<br>5-64<br>5-64                 | K<br>K<br>K                        | 3-16<br>3-16<br>3-16         | O<br>O<br>O                  | —<br>—<br>—      | —<br>—<br>—      | —<br>—<br>—      | A-T 650-500<br>A-T 650-500<br>A-T 650-500 |      |
| 1972                                         | 350 Eng — A-T<br>— M-T                                                                       | 15/32<br>15/32                   | B<br>B           | 1-13/32<br>1-13/32               | D<br>D           | 1-15/32<br>1-15/32                 | E<br>E           | —<br>—                 | —<br>—                 | 9/64<br>5/32                 | L<br>L                      | 1/8<br>1/8        | 5-64<br>5-64                         | K<br>K                             | 3-16<br>3-16                 | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | A-T 650-500<br>M-T 800-600                |      |
| 1971                                         | 350 Eng — A-T<br>— M-T                                                                       | 15/32<br>15/32                   | B<br>B           | 1-7/32<br>1-7/32                 | D<br>D           | 1-15/32<br>1-15/32                 | E<br>E           | —<br>—                 | —<br>—                 | 5/32<br>5/32                 | L<br>L                      | 9/64<br>9/64      | 5-64<br>5-64                         | K<br>K                             | 3-16<br>3-16                 | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | A-T 600<br>M-T 800                        |      |
| 1970                                         | 350 Eng — A-T<br>— M-T                                                                       | 15/32<br>15/32                   | B<br>B           | 1-7/32<br>1-7/32                 | D<br>D           | 1-15/32<br>1-15/32                 | E<br>E           | —<br>—                 | —<br>—                 | 5/32<br>5/32                 | L<br>L                      | 9/64<br>9/64      | 5-64<br>5-64                         | K<br>K                             | 3-16<br>3-16                 | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | —<br>—                                    |      |
| CHECKER — SPECIFICATION I.D.-D               |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 350 Eng — Carb # 7041114<br>— Carb # 7041123                                                 | 25/32<br>23/32                   | B<br>B           | 1-5/8<br>1-1/4                   | D<br>D           | 1-17/32<br>1-17/32                 | E<br>E           | —<br>—                 | —<br>—                 | 1/64                         | L                           | —                 | 3-32                                 | K                                  | 21-64                        | O                            | —                | —                | —                | —                                         |      |
| CHEVROLET                                    |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1972                                         | 350 Eng — (Exc Camaro)<br>— Camaro                                                           | 23/32<br>23/32                   | B<br>B           | 1-9/32<br>1-9/32                 | D<br>D           | 1-17/32<br>1-17/32                 | E<br>E           | —<br>—                 | —<br>—                 | 13/64<br>3/16                | L                           | —                 | 3-32                                 | K                                  | 21-64<br>21-64               | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | 525<br>525                                |      |
| 1971                                         | 350 Eng — A-T<br>— M-T                                                                       | 25/32<br>23/32                   | B<br>B           | 1-5/8<br>1-3/8                   | D<br>D           | 1-17/32<br>1-17/32                 | E<br>E           | —<br>—                 | —<br>—                 | 11/64<br>3/16                | L                           | —                 | 3-32<br>3-32                         | K<br>K                             | 21-64<br>21-64               | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | 550<br>600                                |      |
| 400 Eng                                      |                                                                                              | 23/32                            | B                | 1-3/8                            | D                | 1-17/32                            | E                | —                      | —                      | 11/64                        | L                           | —                 | 3-32                                 | K                                  | 21-64                        | O                            | —                | —                | —                | A-T 550<br>M-T 600                        |      |
| GM TRUCKS                                    |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1972                                         | 350 Eng — Series 20 & 30 — A-T                                                               | 23/32                            | B                | 1-9/32                           | D                | 1-17/32                            | E                | —                      | —                      | 13/64                        | L                           | —                 | 3-32                                 | K                                  | 21-64                        | O                            | —                | —                | —                | 900 N                                     |      |
| 1971                                         | 307 Eng — Series 20 & 30 — A-T<br>— M-T                                                      | 25/32<br>25/32                   | B<br>B           | 1-1/8<br>1-1/8                   | D<br>D           | 1-17/32<br>1-17/32                 | E<br>E           | —<br>—                 | —<br>—                 | 7/32<br>13/64                | L<br>L                      | —<br>—            | 3-32<br>3-32                         | K<br>K                             | 9-32<br>21-64                | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | —<br>—                                    |      |
| 350 Eng — Series 20 & 30 — A-T<br>— M-T      |                                                                                              | 25/32<br>25/32                   | B<br>B           | 1-1/8<br>1-1/8                   | D<br>D           | 1-17/32<br>1-17/32                 | E<br>E           | —<br>—                 | —<br>—                 | 13/64<br>7/32                | L<br>L                      | —<br>—            | 3-32<br>3-32                         | K<br>K                             | 21-64<br>9-32                | O<br>O                       | —<br>—           | —<br>—           | —<br>—           | —<br>—                                    |      |
| — All Series                                 |                                                                                              | 25/32                            | B                | 1-1/8                            | D                | 1-17/32                            | E                | 1/64                   | F                      | —                            | L                           | —                 | 3-32                                 | K                                  | —                            | —                            | —                | —                | —                | —                                         |      |
| DODGE, PLYMOUTH — SPECIFICATION I.D.-E       |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 318 Eng                                                                                      | 21/32                            | B                | 1-3/4                            | D                | 1-11/32                            | E                | —                      | —                      | 3/32                         | M                           | —                 | 3-64                                 | K                                  | 9-64                         | O                            | —                | —                | —                | 700                                       |      |
| DODGE TRUCKS                                 |                                                                                              |                                  |                  |                                  |                  |                                    |                  |                        |                        |                              |                             |                   |                                      |                                    |                              |                              |                  |                  |                  |                                           |      |
| 1971                                         | 318 Eng                                                                                      | 21/32                            | B                | 1-3/4                            | D                | 1-11/32                            | E                | —                      | —                      | 3/32                         | M                           | —                 | 3-64                                 | K                                  | 9-64                         | O                            | —                | —                | —                | 700                                       |      |

# SPECIFICATION BY APPLICATION (Cont'd)

| Year                                    | MODEL                                                                                                                             | Float Level                                                          | Fig.                                 | Float Drop                                                             | Fig.                                 | Pump Rod                                                                             | Fig.                                 | Idle Vent                                                    | Fig.                                 | Vac. Breath                          |                                                                |                                      | Choke Rod                                                    | Fig.                                 | Un. Loader                                                          | Fig.                                 | Auto Choke                           | Fig.                                 | Idle Speed                                                          |                     |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------------------------------|------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------|--------------------------------------|--------------------------------------|----------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------------------------------------|---------------------|
|                                         |                                                                                                                                   |                                                                      |                                      |                                                                        |                                      |                                                                                      |                                      |                                                              |                                      | Prim.                                | Fig.                                                           | Aux.                                 |                                                              |                                      |                                                                     |                                      |                                      |                                      | Fig.                                                                | Normal <sup>1</sup> |
| <b>CHEVROLET — SPECIFICATION I.D.-G</b> |                                                                                                                                   |                                                                      |                                      |                                                                        |                                      |                                                                                      |                                      |                                                              |                                      |                                      |                                                                |                                      |                                                              |                                      |                                                                     |                                      |                                      |                                      |                                                                     |                     |
| 1972                                    | 140 Eng —A/T<br>—M/T                                                                                                              | 19/32<br>19/32                                                       | A<br>A                               | 1-7/8<br>1-7/8                                                         | D<br>D                               | 1-1/16<br>1-1/16                                                                     | E<br>E                               | —<br>—                                                       | —<br>—                               | 3/32<br>3/32                         | M<br>M                                                         | 1/16<br>5/64                         | K<br>K                                                       | 7/32<br>7/32                         | O<br>O                                                              | —<br>—                               | 7<br>7                               | —<br>—                               | A/T 550<br>700 w/A C 800<br>A/T 650/550 <sup>2</sup><br>M/T 850/700 | —<br>—<br>—<br>—    |
| 1973                                    | 140 Eng                                                                                                                           | 19/32                                                                | A                                    | 1-7/8                                                                  | D                                    | 1-5/16                                                                               | E                                    | —                                                            | —                                    | 9/64                                 | L                                                              | 5/64                                 | K                                                            | 13/64                                | O                                                                   | —                                    | 10                                   | —                                    | —                                                                   |                     |
| <b>CHEVROLET — SPECIFICATION I.D.-I</b> |                                                                                                                                   |                                                                      |                                      |                                                                        |                                      |                                                                                      |                                      |                                                              |                                      |                                      |                                                                |                                      |                                                              |                                      |                                                                     |                                      |                                      |                                      |                                                                     |                     |
| 1970                                    | 350 Eng —A/T —Early—Exc Calif<br>—Calif<br>—Late—Exc Calif<br>—Calif<br>—M/T —Exc Calif<br>—Calif<br>400 Eng —Exc Calif<br>—Calif | 23/32<br>23/32<br>25/32<br>25/32<br>23/32<br>23/32<br>23/32<br>23/32 | B<br>B<br>B<br>B<br>B<br>B<br>B<br>B | 1-3/8<br>1-3/8<br>1-11/32<br>1-3/8<br>1-3/8<br>1-3/8<br>1-3/8<br>1-3/8 | D<br>D<br>D<br>D<br>D<br>D<br>D<br>D | 1-17/32<br>1-17/32<br>1-17/32<br>1-17/32<br>1-17/32<br>1-17/32<br>1-17/32<br>1-17/32 | E<br>E<br>E<br>E<br>E<br>E<br>E<br>E | 1/32<br>1/32<br>1/64<br>1/64<br>1/32<br>1/32<br>1/32<br>1/32 | —<br>—<br>—<br>—<br>—<br>—<br>—<br>— | —<br>—<br>—<br>—<br>—<br>—<br>—<br>— | 13/64<br>13/64<br>7/32<br>7/32<br>7/32<br>7/32<br>7/32<br>7/32 | P<br>P<br>P<br>P<br>P<br>P<br>P<br>P | 3/32<br>3/32<br>3/32<br>3/32<br>3/32<br>3/32<br>3/32<br>3/32 | M<br>M<br>M<br>M<br>M<br>M<br>M<br>M | 21/64<br>21/64<br>21/64<br>21/64<br>9/32<br>21/64<br>21/64<br>21/64 | R<br>R<br>R<br>R<br>R<br>R<br>R<br>R | —<br>—<br>—<br>—<br>—<br>—<br>—<br>— | K<br>K<br>K<br>K<br>K<br>K<br>K<br>K | —<br>—<br>—<br>—<br>—<br>—<br>—<br>—                                |                     |
| <b>3M TRUCKS</b>                        |                                                                                                                                   |                                                                      |                                      |                                                                        |                                      |                                                                                      |                                      |                                                              |                                      |                                      |                                                                |                                      |                                                              |                                      |                                                                     |                                      |                                      |                                      |                                                                     |                     |
| 1970                                    | 350 Eng —w/o Vacuum Governor<br>—w/Vacuum Governor                                                                                | 23/32<br>23/32                                                       | B<br>B                               | 1-3/8<br>1-3/8                                                         | D<br>D                               | 1-17/32<br>1-17/32                                                                   | E<br>E                               | 1/64<br>1/64                                                 | F<br>F                               | —<br>—                               | —<br>—                                                         | —<br>—                               | —<br>—                                                       | —<br>—                               | —<br>—                                                              | —<br>—                               | —<br>—                               | J<br>J                               | —<br>—                                                              | —<br>—              |

## ABBREVIATIONS:

|        |                             |          |                         |
|--------|-----------------------------|----------|-------------------------|
| A/T    | Automatic Transmission      | L/S      | Low Step                |
| Calif. | California                  | M/T      | Manual Transmission     |
| C.C.C. | Climatic Combustion Control | N        | Transmission in Neutral |
| C.C.S. | Combustion Control System   | N L      | Notch(es) Lean          |
| D      | Transmission in Drive       | N R      | Notch(es) Rich          |
| Exc    | Except                      | Out      | Outer                   |
| Fl     | Front                       | P        | Primary                 |
| H/S    | High Step                   | S        | Secondary               |
| In     | Inner                       | Vac Gov. | Vacuum Governor         |
| Int.   | Interference                | Vel Gov. | Velocity Governor       |

## FOOTNOTES:

- <sup>1</sup> From Gasket to top of float at toe
- <sup>2</sup> Rod in Gauge notch
- <sup>3</sup> Refer to decal in Engine Compartment for correct procedures and specifications
- <sup>4</sup> Bowl Vent should just close with Fast Idle Screw on Second Step of Fast Idle Cam
- <sup>5</sup> High speed solenoid energized. Lower speed solenoid de-energized
- <sup>6</sup> Increase 50-75 R.P.M. on A/C units with A/C on, and increase 50 R.P.M. on cars equipped with A.I.R.
- <sup>7</sup> Top of Pin or Swivel even with bottom of hole
- <sup>8</sup> Rod in bottom of slot in Lever
- <sup>9</sup> When slow idle speed is obtained, fast idle speed will be correct
- <sup>10</sup> Top of Rod, even with center of hole
- <sup>11</sup> Bottom of Rod, even with top of hole