

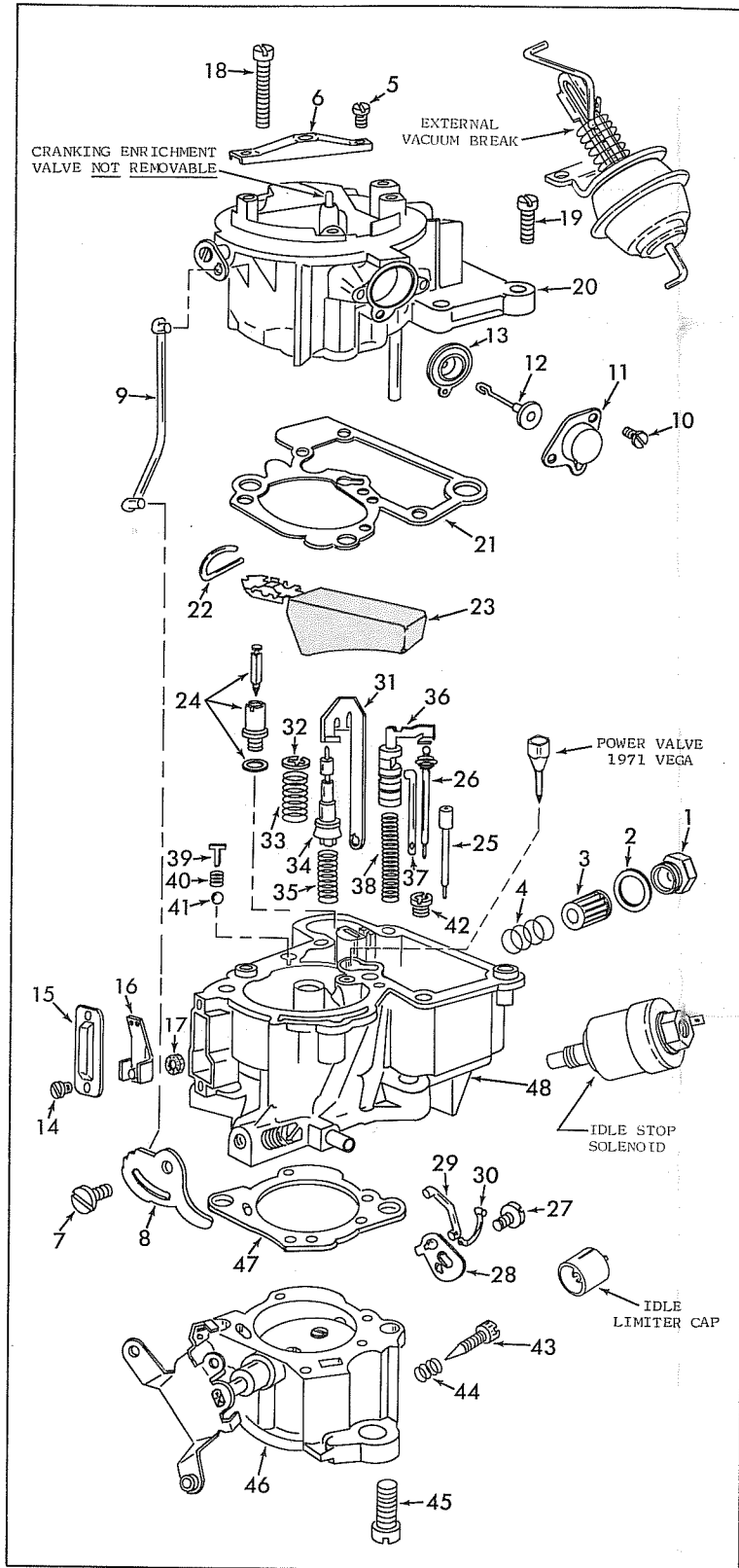
INSTRUCTION SHEET

ROCHESTER CARBURETOR — MODELS M-MV

50-358-7

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.	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) - DIAPHR. 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) DENATURATED 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.

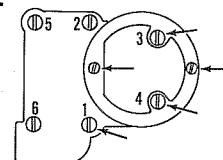
SPECIAL INSTRUCTIONS

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

2 MEASURE DISTANCE FROM TOP OF FLOAT (1/16" IN FROM END OF FLAT SURFACE) TO TOP OF FLOAT BOWL CASTING. (SEE DATA TABLE FOR MEASUREMENT.)

3 TO ADJUST BEND FLOAT ARM WHERE IT ATTACHES TO FLOAT PONTOON.

1 PRESS DOWN LIGHTLY ON FLOAT ARM HOLDING FLOAT RETAINER PIN IN PLACE AND FLOAT ARM AGAINST SEATED NEEDLE.

CAUTION
DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

FIG. 1
FLOAT LEVEL ADJUSTMENT

3 TO ADJUST BEND METERING ROD HOLDER

2 PRESS POWER PISTON DOWN UNTIL IT STOPS. SWING METERING ROD HOLDER OVER FLAT SURFACE OF BOWL CASTING AND MEASURE BETWEEN LOWER SURFACE OF METERING ROD HOLDER AND FLAT SURFACE OF CASTING. (SEE DATA TABLE FOR MEASUREMENT.)

1 BACK OUT SLOW IDLE STOP SCREW. THROTTLE VALVE HELD COMPLETELY CLOSED.

FIG. 2
METERING ROD ADJUSTMENT

2 HOLD CHOKE VALVE TOWARD THE CLOSED POSITION, ROD IN END OF SLOT. MEASURE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

3 TO ADJUST BEND ROD

1 PLACE FAST IDLE CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM NEXT TO SHOULDER OF HIGH STEP.

NOTE: ON MANUAL CHOKE MODELS, ALIGN FAST IDLE CAM FOLLOWER WITH INDEX LINE ON CAM.

FIG. 3
(FAST IDLE CAM)
CHOKE ROD ADJUSTMENT

3 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

4 TO ADJUST, BEND TANG OF VACUUM BREAK LEVER

2 PUSH IN ON DIAPHRAGM SHAFT UNTIL DIAPHRAGM SEATS.

1 CLOSE CHOKE VALVE COMPLETELY AND HOLD IN PLACE WITH A RUBBER BAND AS SHOWN.

FIG. 4
VACUUM BREAK ADJUSTMENT

4 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL.

5 TO ADJUST BEND ROD.

1 FAST IDLE SCREW OR TANG ON HIGH STEP OF FAST IDLE CAM.

3 HOLD CHOKE VALVE TOWARD CLOSED POSITION, ROD IN END OF SLOT. (ON SOME MODELS EXTEND STEM TO COMPRESS BUCKING SPRING. DO NOT PULL DIAPHRAGM OFF ITS SEAT.)

2 USE OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM. (ON SOME MODELS TAPE OVER PURGE BLEED HOLE ON COVER.)

FIG. 5
EXTERNAL VACUUM BREAK ADJUSTMENT

3 HOLD CHOKE VALVE TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.

4 TO ADJUST BEND ROD.

1 FAST IDLE SCREW OR TANG ON HIGH STEP OF FAST IDLE CAM.

2 USE OUTSIDE VACUUM SOURCE TO FULLY SEAT DIAPHRAGM.

FIG. 6
AUXILIARY VACUUM BREAK ADJUSTMENT

2 HOLD CHOKE VALVE IN CLOSED POSITION, ROD IN END OF SLOT.

3 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. (1975 MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.)

4 TO ADJUST BEND UNLOADER TANG.

1 OPEN THROTTLE LEVER TO WIDE OPEN POSITION.

FIG. 7
UNLOADER ADJUSTMENT

2 MEASURE DISTANCE BETWEEN BOTTOM OF VALVE AND TOP OF AIR HORN. (SEE DATA TABLE FOR MEASUREMENT.)

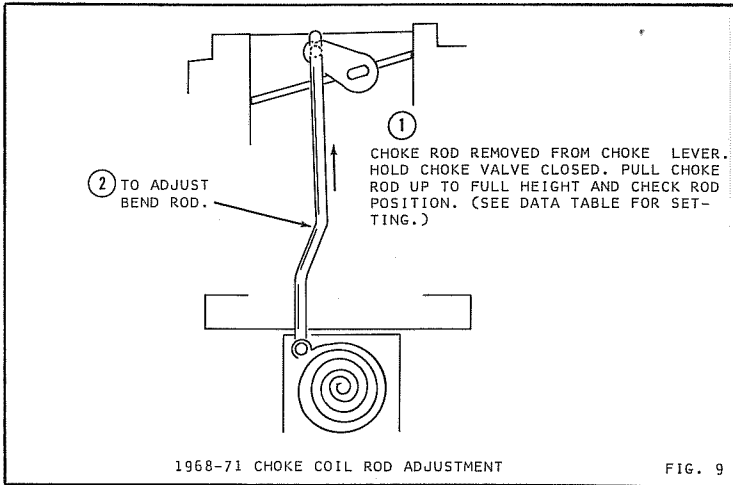
3 TO ADJUST TURN VALVE

NOTE: WHEN IDLE STOP SOLENOID IS USED, MAKE SURE SOLENOID IS ACTIVATED WHEN CHECKING AND ADJUSTING IDLE VENT VALVE.

1 ENGINE AT OPERATING TEMPERATURE AND CHOKE WIDE OPEN, ADJUST IDLE MIXTURE NEEDLE TO SMOOTH IDLE. ADJUST IDLE STOP SCREW FOR PROPER R.P.M. REFER TO PRINTED DECAL IN ENGINE COMPARTMENT FOR SETTING.

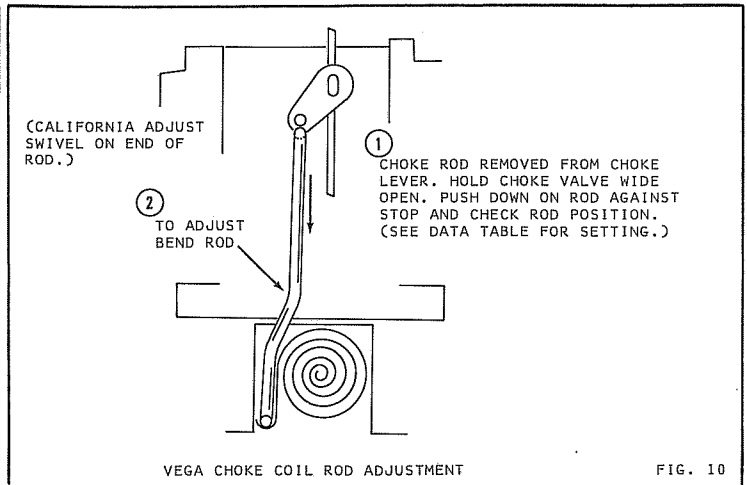
FIG. 8
SLOW IDLE AND IDLE VENT ADJUSTMENT

ADJUSTMENTS



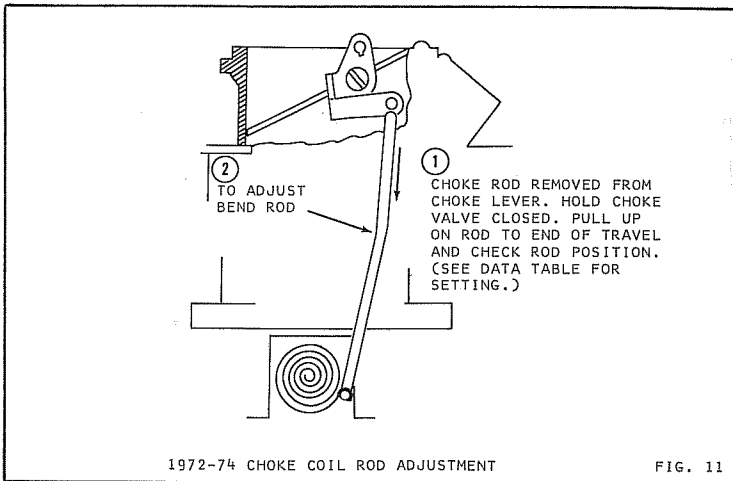
1968-71 CHOKE COIL ROD ADJUSTMENT

FIG. 9



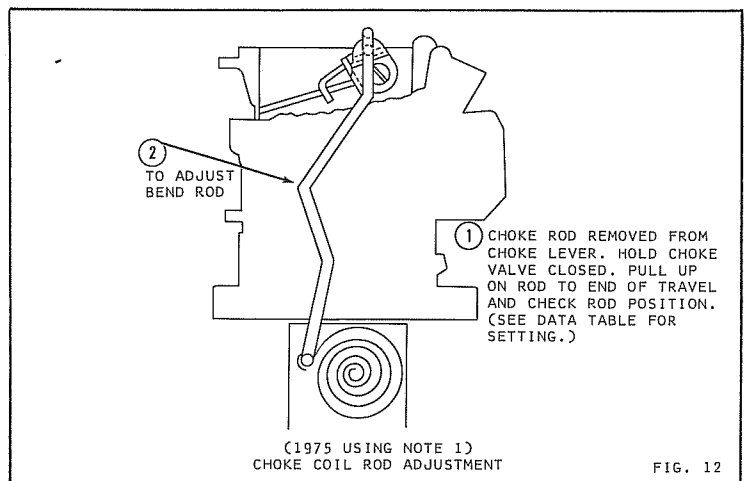
VEGA CHOKE COIL ROD ADJUSTMENT

FIG. 10



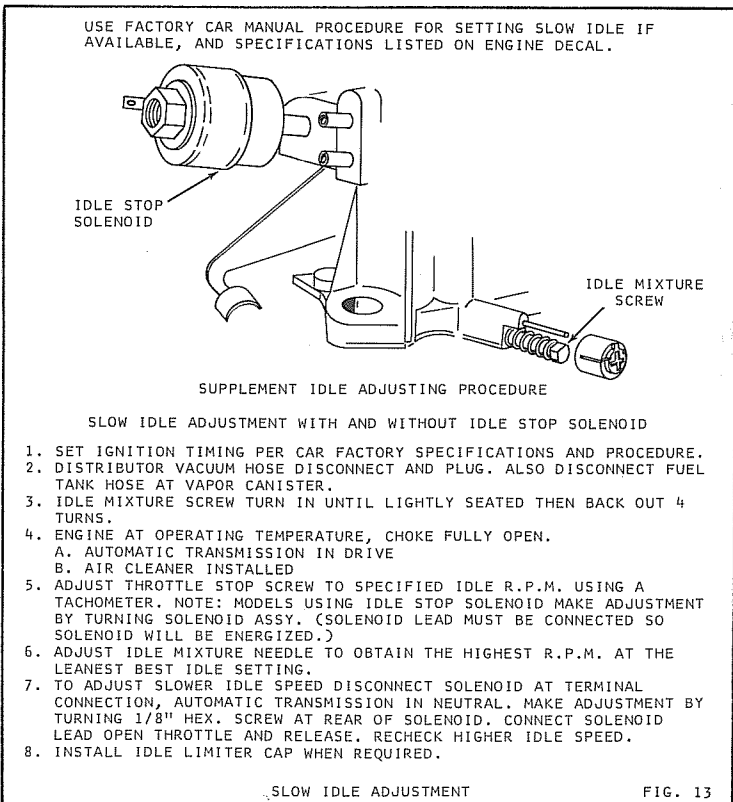
1972-74 CHOKE COIL ROD ADJUSTMENT

FIG. 11



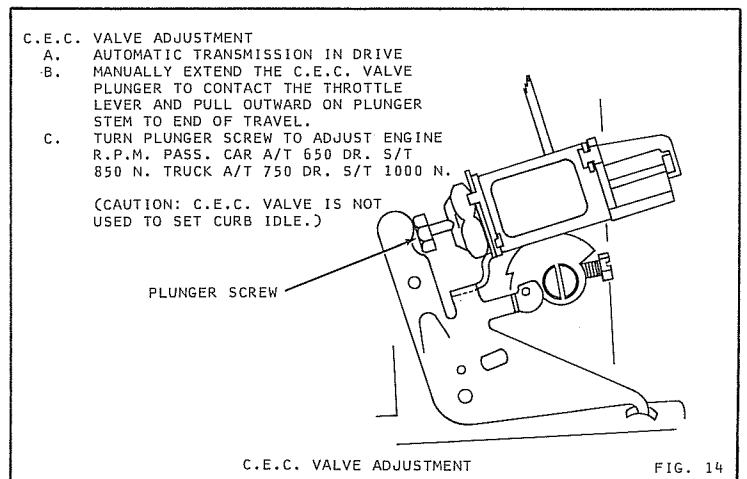
(1975 USING NOTE 1)
CHOKE COIL ROD ADJUSTMENT

FIG. 12



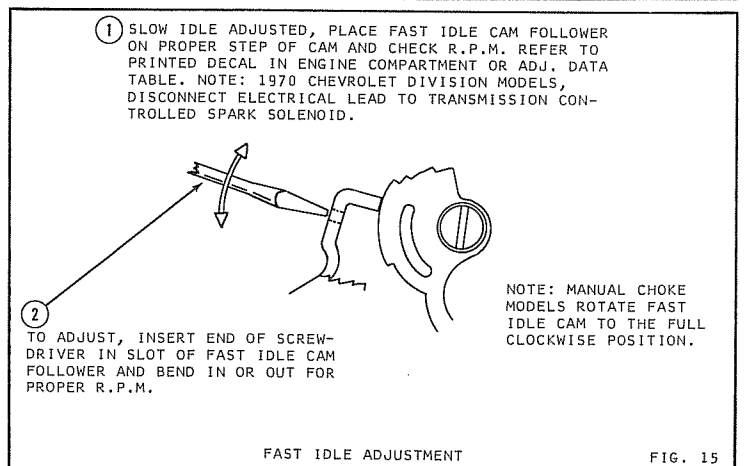
SLOW IDLE ADJUSTMENT

FIG. 13



C.E.C. VALVE ADJUSTMENT

FIG. 14



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.		FAST IDLE R.P.M.		AUTOMATIC CHOKE
									S/T*	A/T-DR.*	R.P.M.	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"	1/4"	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	750	-	2400 H/S	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	720 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	620 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	2400 H/S	2400 H/S	1-Rod Diameter **
		S/T	9/32"	9/64"	3/16"	9/32"	23/64"	1/64"	700 S/E	-	720 L/S	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	650 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	900 L/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	2400 H/S	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	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	9/32"	1/8"	5/32"	9/32"	23/64"	3/64"	700	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
	CHECKER MTRS. 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	1/8"	3/16"	1/2"	-	-	600/450	2400 H/S	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	2400 H/S	1-Rod Diameter **
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		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	2400 H/S	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	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	2400 H/S	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	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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	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	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	3/32"	13/64"	9/32"	23/64"	3/64"	700	-	2400 H/S	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"	-	-	-	-	-
	5 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"	5/32"	-	-	3/64"	-	-	-	-	-
	292" Eng. AUTO/CHOKE		1/4"	5/64"	3/16"	17/64"	23/64"	3/64"	-	-	-	-	1-Rod Diameter **
1970-71	CHEVROLET TRUCK 250"-292" Eng. HAND/CHOKE		1/4"	5/64"	1/4"	11/32"	23/64"	3/64"	-	-	-	-	1-Rod Diameter **
	250" Eng. AUTO/CHOKE		1/4"	5/64"	5/32"	-	-	3/64"	-	-	-	-	-
	250" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	3/16"	15/64"	23/64"	3/64"	-	-	-	-	1-Rod Diameter **
	292" Eng. AUTO/CHOKE		1/4"	5/64"	9/32"	23/64"	23/64"	3/64"	-	-	-	-	1-Rod Diameter **
	292" Eng. AUTO/CHOKE 20 & 30 Series		1/4"	5/64"	1/4"	23/64"	23/64"	3/64"	-	-	-	-	1-Rod Diameter **
1972	CHEVROLET TRUCK 6 Cyl. 250" Eng.	All/T	1/4"	5/64"	9/64"	13/64"	1/2"	-	-	-	-	-	-
	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	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	2400 H/S	Gauge Notch on Lever
		S/T	9/32"	5/64"	13/64"	9/32"	29/64"	3/64"	-	-	2400 H/S	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"	3/64"	-	-	2400 H/S	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	3/64"	-	-	2400 H/S	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	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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	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	2400 H/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	2400 H/S	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	2400 H/S	1-Rod Diameter ***
		S/T	1/4"	5/64"	5/32"	7/32"	1/2"	-	700/450	-	2400 H/S	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 S/S	750 S/S	1-Rod Diameter **
1969	OLDSMOBILE 6 Cyl. 250" Eng.	A/T	1/4"	5/64"	11/64"	1/4"	23/64"	3/64"	-	575 S/E	2400 H/S	2400 H/S	1-Rod Diameter **
		S/T	5/16"	1/8"	3/16"	17/64"	23/64"	1/32"	725	-	750 S/S	750 S/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	900 L/S	1-Rod Diameter **
		S/T	1/4"	5/64"	3/16"	15/64"	23/64"	-	-	-	750 L/S	750 L/S	1-Rod Diameter **
1968	PONTIAC CANADA 250" Eng.	A/T	9/32"	1/8"	3/16"	1/4"	23/64"						