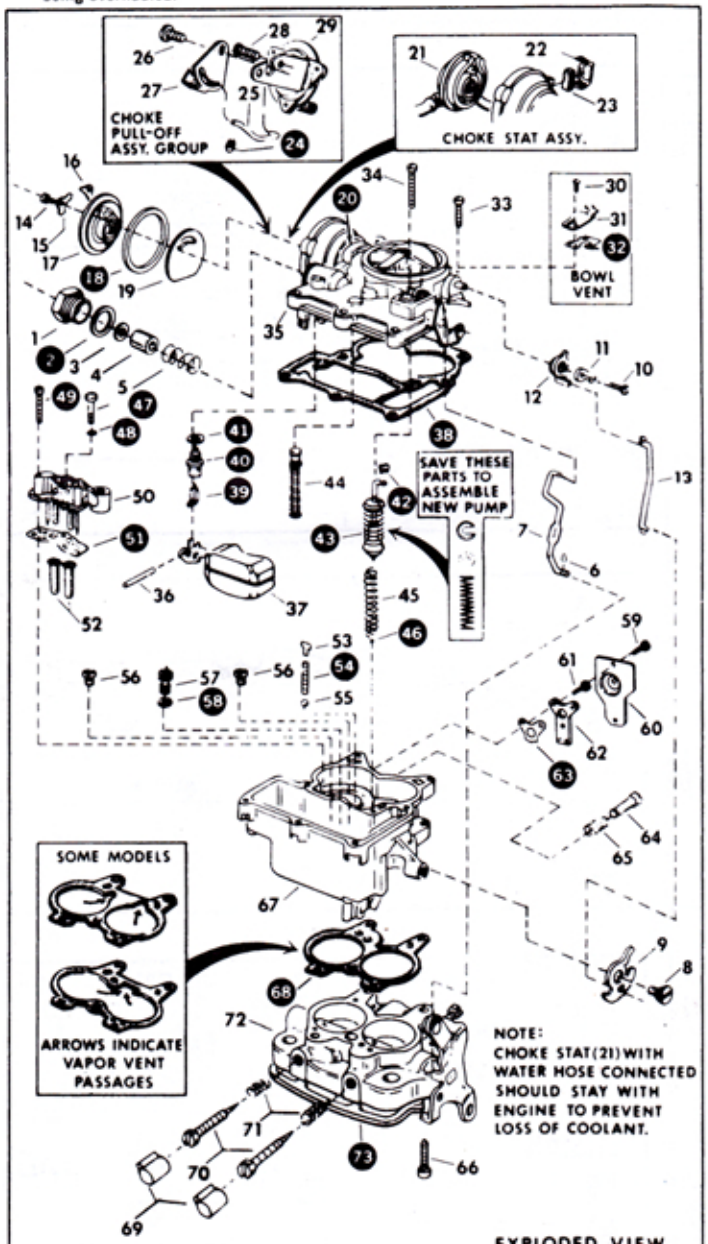
FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

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.



EXPLODED VIEW

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

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

Some Models

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.

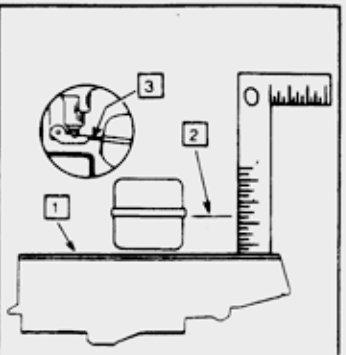


FIG. B FLOAT LEVEL ADJUSTMENT

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.

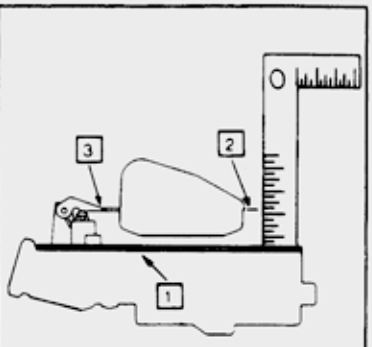


FIG. C FLOAT DROP ADJUSTMENT

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.

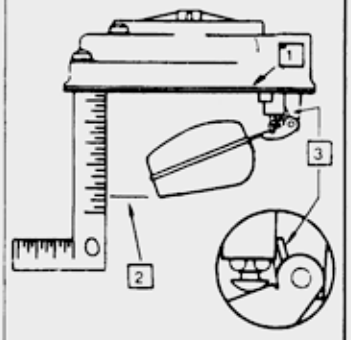


FIG. D FLOAT DROP ADJUSTMENT

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.

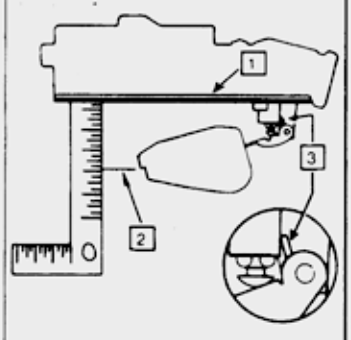


FIG. E PUMP ROD ADJUSTMENT

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.

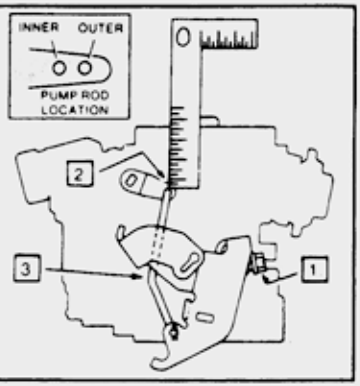


FIG. F IDLE VENT ADJUSTMENT

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 CLOSES. 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.

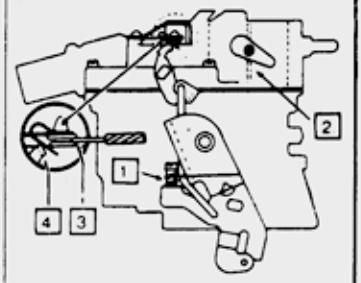


FIG. G BOWL VENT VALVE ADJUSTMENT

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.

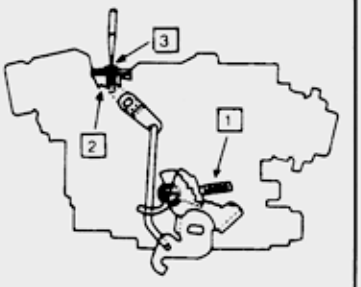


FIG. H CHOKE COIL ROD ADJUSTMENTS

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.

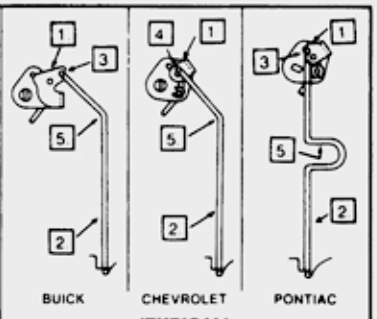


FIG. I
CHOKE COIL
ROD ADJUSTMENT

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

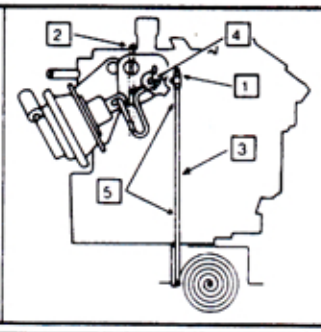
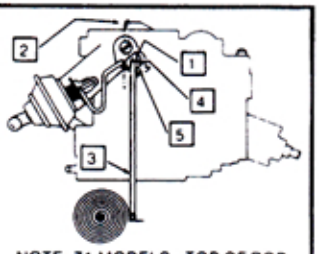


FIG. J
CHOKE COIL
ROD ADJUSTMENT

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

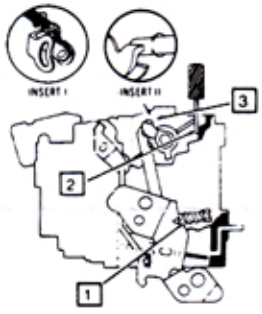
FIG. K
CHOKE ROD (FAST IDLE CAM)
ADJUSTMENT

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).

NOTE: IT IS REQUIRED THAT BOTH SLOW IDLE AND FAST IDLE SCREWS BE POSITIONED AS FOLLOWS BEFORE INITIATING A CHOKE ROD ADJUSTMENT.

PROCEDURE 1 - MODELS USING SINGLE IDLE STOP SCREW ONLY - ROTATE STOP SCREW CLOCKWISE UNTIL IT JUST TOUCHES BOTTOM STEP OF FAST IDLE CAM THEN TURN SCREW IN ONE FULL TURN. MODELS USING BOTH A SLOW IDLE AND A FAST IDLE SCREW - TURN SLOW IDLE SCREW IN UNTIL IT JUST CONTACTS STOP.



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

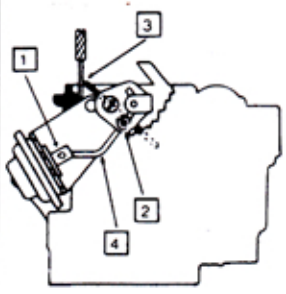


FIG. M
VACUUM BREAK
ADJUSTMENT

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

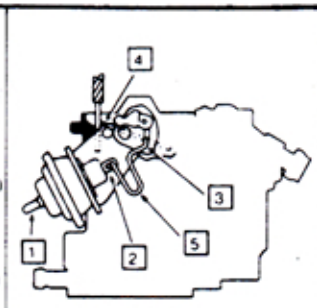


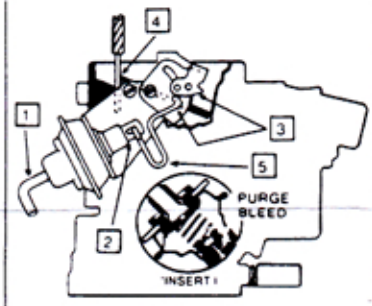
FIG. N
AUXILIARY VACUUM
BREAK ADJUSTMENT

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 FILTEK 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
CHOKE UNLOADER
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 I). NOTE: ON SPLIT LINKAGE MODEL 2GC, BEND TANG ON DECHOKE LEVER ON CHOKE SIDE OF CARBURETOR (See Insert II)

SPECIFICATION BY APPLICATION

Year	MODEL	Float Level	Fig.	Float Drop	Fig.	Pump Rod	Fig.	Idle Vent	Fig.	Vac. Break Prim.	Fig.	Vac. Break Aux.	Fig.	Choke Rod	Fig.	Un-Loader	Fig.	Auto Choke	Fig.	Idle Speed Normal*	Idle Speed Fast
CHEVROLET — SPECIFICATION I.D.-A																					
1970	307 Eng — A T — Exc Calif	27/32	A	1-3/4	C	1-3/8	E	1/32	F	3/32	L	—	—	1/16	K	7/32	O	"	H	'	'
	— Calif	27/32	A	1-3/4	C	1-5/16	E	—	F	3/32	L	—	—	1/16	K	7/32	O	"	H	'	—
	— M T — Exc Calif	27/32	A	1-3/4	C	1-3/8	E	1/32	F	1/8	L	—	—	1/16	K	5/32	O	"	H	'	—
	— Calif	27/32	A	1-3/4	C	1-5/16	E	—	F	1/8	L	—	—	1/16	K	5/32	O	"	H	'	'
CHEVROLET, PONTIAC																					
1971	307 Eng — A T	27/32	A	1-3/4	C	1-13/32	E	—	—	5/64	L	—	—	3/64	K	13/64	O	²	J	550	—
	— M T	27/32	A	1-3/4	C	1-13/32	E	—	—	7/64	L	—	—	5/64	K	13/64	O	²	J	600	—
GM TRUCKS																					
1971	307 Eng — Series C, K & P — A T	21/32	B	1-3/8	D	1-3/8	E	—	—	5/64	L	—	—	3/64	K	7/32	O	²	J	'	—
	— M T	21/32	B	1-3/8	D	1-3/8	E	—	—	7/64	L	—	—	5/64	K	7/32	O	²	J	'	—
	— Solenoid — A T	21/32	B	1-3/8	D	1-3/8	E	—	—	5/64	L	—	—	3/64	K	7/32	O	²	J	600 D	2200/2400
	— M T	21/32	B	1-3/8	D	1-3/8	E	—	—	7/64	L	—	—	5/64	K	13/64	O	²	J	700	2200/2400
	— Series G — w/o Solenoid	21/32	B	1-3/8	D	1-5/16	E	—	F	9/64	L	—	—	1/16	K	7/32	O	"	H	'	2400
1970	307 Eng — Series 10 — Exc Calif	21/32	B	1-3/8	D	1-3/8	E	1/32	F	9/64	L	—	—	1/16	K	7/32	O	"	H	'	—
	— Calif	21/32	B	1-3/8	D	1-5/16	E	—	F	9/64	L	—	—	1/16	K	7/32	O	"	H	'	2400
	— Series 20 & 30	27/32	A	1-3/4	C	1-3/8	E	1/32	F	1/8	L	—	—	3/32	K	7/32	O	"	H	'	2400
AMERICAN MOTORS, JEEP — SPECIFICATION I.D.-B																					
1971	350 Eng	1-3/16³	B	1-13/16	D	1-3/8	E	—	—	5/32	L	9/64	N	5/64	K	3/16	O	²	H	650/700-N	—
1970	350 Eng	1-13/16	B	1-3/4	D	1-13/32	E	—	—	5/32	L	9/64	N	5/64	K	3/16	O	²	H	'	—
BUICK																					
1974	350 Eng — (Exc Calif.)	15/32	B	1-9/32	D	1-15/32	E	—	—	9/64	L	1/8	N	5/64	K	3/16	O	²	H	A/T 650-500	—
	— Calif	15/32	B	1-9/32	D	1-15/32	E	—	—	5/32	L	1/8	N	5/64	K	3/16	O	²	H	A/T 650-500	—
	455 Eng	15/32	B	1-9/32	D	1-15/32	E	—	—	5/32	L	1/8	N	5/64	K	3/16	O	²	H	A/T 650-500	—
1973	350 Eng — A T	15/32	B	1-9/32	D	1-15/32	E	—	—	9/64	L	1/8	N	5/64	K	3/16	O	²	H	A/T 650-500	—
	— M T	15/32	B	1-9/32	D	1-15/32	E	—	—	5/32	L	1/8	N	5/64	K	13/64	O	²	H	M/T 800-600	—
1972	350 Eng — A T	15/32	B	1-13/32	D	1-15/32	E	—	—	9/64	L	1/8	N	5/64	K	3/16	O	²	H	A/T 650/500	—
	— M T	15/32	B	1-13/32	D	1-15/32	E	—	—	5/32	L	9/64	N	5/64	K	3/16	O	²	H	M/T 800/600	—
1971	350 Eng — A T	15/32	B	1-7/32	D	1-15/32	E	—	—	5/32	L	9/64	N	5/64	K	3/16	O	²	H	A/T 600	—
	— M T	15/32	B	1-7/32	D	1-15/32	E	—	—	5/32	L	9/64	N	5/64	K	13/64	O	²	H	M/T 800	—
1970	350 Eng — A T	15/32	B	1-7/32	D	1-15/32	E	—	—	5/32	L	9/64	N	5/64	K	3/16	O	²	H	'	—
	— M T	15/32	B	1-7/32	D	1-15/32	E	—	—	5/32	L	9/64	N	5/64	K	13/64	O	²	H	'	—
CHECKER — SPECIFICATION I.D.-D																					
1971	350 Eng — Carb # 7041114	25/32	B	1-5/8	D	1-17/32	E	—	—	1/64	L	—	—	3/32	K	21/64	O	—	—	—	—
	— Carb # 7041123	23/32	B	1-1/4	D	1-17/32	E	—	—	—	L	—	—	—	—	—	—	—	J	—	—
CHEVROLET																					
1972	350 Eng — (Exc Camaro)	23/32	B	1-9/32	D	1-1/2	E	—	—	11/64	L	—	—	3/32	K	21/64	O	⁸	J	525	'
	— Camaro	23/32	B	1-9/32	D	1-1/2	E	—	—	3/16	L	—	—	3/32	K	21/64	O	⁸	J	525	—
1971	350 Eng — A T	25/32	B	1-5/8	D	1-17/32	E	—	—	11/64	L	—	—	3/32	K	21/64	O	²	J	550	'
	— M T	23/32	B	1-3/8	D	1-17/32	E	—	—	3/16	L	—	—	3/32	K	21/64	O	²	J	600	'
																				A/T 550	
	400 Eng	23/32	B	1-3/8	D	1-17/32	E	—	—	11/64	L	—	—	3/32	K	21/64	O	²	J	M/T 600	'
GM TRUCKS																					
1972	350 Eng	23/32	B	1-9/32	D	1-1/2	E	—	—	—	L	—	—	—	K	—	O	—	J	900-N	'
1971	307 Eng — Series 20 & 30 — A T	25/32	B	1-1/8	D	1-17/32	E	—	—	13/64	L	—	—	3/32	K	21/64	O	²	J	'	'
	— M T	25/32	B	1-1/8	D	1-17/32	E	—	—	7/32	L	—	—	3/32	K	9/32	O	²	J	'	'
	350 Eng — Series 20 & 30 — A T	25/32	B	1-1/8	D	1-17/32	E	—	—	13/64	L	—	—	3/32	K	21/64	O	²	J	'	'
	— M T	25/32	B	1-1/8	D	1-17/32	E	—	—	7/32	L	—	—	3/32	K	9/32	O	²	J	'	'
	— All Series	23/32	B	1-1/8	D	1-17/32	E	1/64	F	—	—	—	—	—	—	—	—	—	J	'	'
DODGE, PLYMOUTH — SPECIFICATION I.D.-E																					
1971	318 Eng	21/32	B	1-3/4	D	1-11/32	E	⁴	G	3/32	M	—	—	3/64	K	9/64	O	²	H	700	1800
DODGE TRUCKS																					
1971	318 Eng	21/32	B	1-3/4	D	1-11/32	E	⁴	G	3/32	M	—	—	3/64	K	9/64	O	²	H	700	1800

SPECIFICATION BY APPLICATION (Cont'd)

Year	MODEL	Float Level	Fig.	Float Drop	Fig.	Pump Rod	Fig.	Idle Vent	Fig.	Vac. Break Prim.	Fig.	Vac. Break Aux.	Fig.	Choke Rod	Fig.	Un-Loader	Fig.	Auto Choke	Fig.	Idle Speed Normal[4]	Idle Speed Fast
CHEVROLET — SPECIFICATION I.D.-G																					
1972	140 Eng —A.T.	19/32	A	1-7/8	D	1-1/16	E	—	—	3/32	M	—	—	1/16	K	7/32	O	[7]	I	A/T 550	[9]
	—M.T.	19/32	A	1-7/8	D	1-1/16	E	—	—	3/32	M	—	—	5/64	K	7/32	O	[7]	I	700 w/A.C. 800	[9]
																				A/T 650/550[5]	
1971	140 Eng	19/32	A	1-7/8	D	1-5/16	E	—	—	9/64	L	—	—	5/64	K	13/64	O	[10]	—	M/T 850/700	[9]
CHEVROLET — SPECIFICATION I.D.-I																					
1970	350 Eng —A.T. —Early—Exc. Calif.	23/32	B	1-3/8	D	1-17/32	E	1/32	F	13/64	P	—	—	3/32	M	21/64	R	—	K	—	—
	—Calif.	23/32	B	1-3/8	D	1-17/32	E	1/32	F	13/64	P	—	—	3/32	M	21/64	R	—	K	—	—
	—Late—Exc. Calif.	25/32	B	1-11/32	D	1-17/32	E	1/64	F	13/64	P	—	—	3/32	M	21/64	R	—	K	—	—
	—Calif.	25/32	B	1-11/32	D	1-17/32	E	1/64	F	7/32	P	—	—	3/32	M	21/64	R	—	K	—	—
	—M.T.—Exc. Calif.	23/32	B	1-3/8	D	1-17/32	E	1/32	F	7/32	P	—	—	3/32	M	9/32	R	—	K	—	—
	—Calif.	23/32	B	1-3/8	D	1-17/32	E	—	—	7/32	P	—	—	3/32	M	9/32	R	—	K	—	—
	400 Eng —Exc. Calif.	23/32	B	1-3/8	D	1-17/32	E	1/32	F	7/32	P	—	—	3/32	M	21/64	R	—	K	—	—
	—Calif.	23/32	B	1-3/8	D	1-17/32	E	—	—	7/32	P	—	—	3/32	M	21/64	R	—	K	—	—
GM TRUCKS																					
1970	350 Eng —w/o Vacuum Governor	23/32	B	1-3/8	D	1-17/32	E	1/64	F	—	—	—	—	—	—	—	—	—	J	[3]	—
	—w/Vacuum Governor	23/32	B	1-3/8	D	1-17/32	E	1/64	F	—	—	—	—	—	—	—	—	—	J	[3]	—

ABBREVIATIONS:

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

FOOTNOTES:

[1] From Gasket to top of float at toe.
[2] Rod in Gauge notch.
[3] Refer to decal in Engine Compartment for correct procedures and specifications.
[4] Bowl Vent should just close with Fast Idle Screw on Second Step of Fast Idle Cam.
[5] High speed solenoid energized. Lower speed solenoid de-energized.
[6] 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.
[7] Top of Pin or Swivel even with bottom of hole.
[8] Rod in bottom of slot in Lever.
[9] When slow idle speed is obtained, fast idle speed will be correct.
[10] Top of Rod, even with center of hole.
[11] Bottom of Rod, even with top of hole.