

FUEL SYSTEM

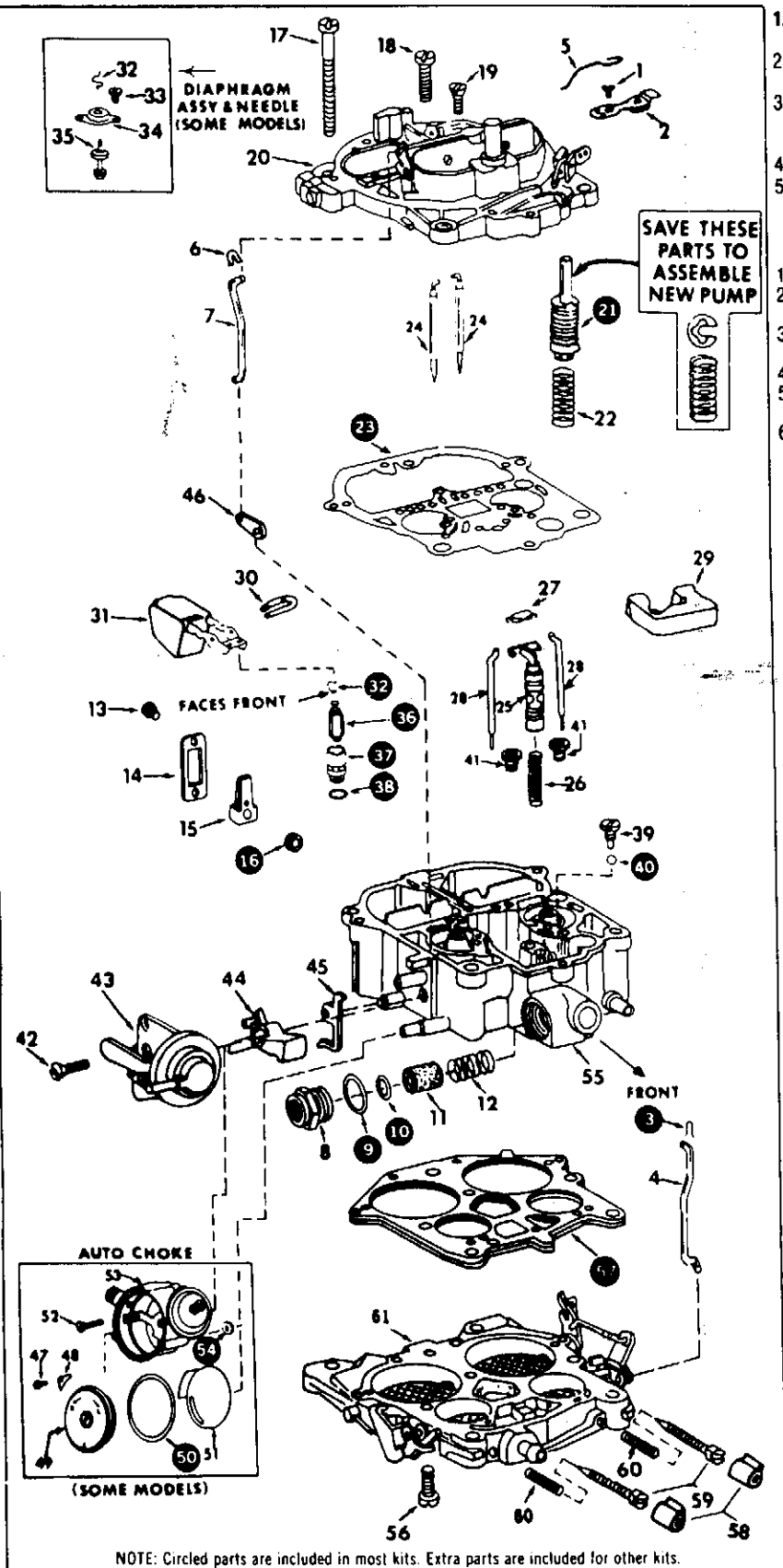
SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3709-7

ROCHESTER CARBURETOR

4 BARREL—MODELS 4MC, 4MV



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 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 of the parts list 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.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

DISASSEMBLY & ASSEMBLY NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. When removing air horn assy. (20), lift straight up in order, not to bend air bleed tubes which are permanently attached to air horn.
3. Before removing idle mixture screw (59), turn clockwise until lightly seated counting number of turns. Record data for proper reassembly.
4. Reassemble in reverse order of disassembly.
5. Exercise caution when installing air horn assy. Carefully position secondary metering rods and vent tubes through air horn gasket.
6. If tamper-resistant, choke (riveted) is used, do not remove rivets unless necessary. Use rubber band to hold choke valve closed during adjustment.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air. **Caution:** When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

- | | |
|---------------------------------------|--|
| 1. Screw, vent valve | 34. Retainer, needle diaphragm |
| 2. Valve vent assy. | 35. Needle and diaphragm assembly |
| 3. Clip, accel. pump rod | 36. Needle, fuel inlet |
| 4. Rod, accel. pump | 37. Seat, fuel inlet |
| 5. Lift wire, vent valve | 38. Gasket, fuel inlet seat |
| 6. Lock ring, choke rod | 39. Cover screw, pump discharge ball |
| 7. Rod choke | 40. Check ball, pump discharge |
| 8. Fitting, fuel inlet | 41. Jets, main, primary (3) |
| 9. Gasket, fuel fitting | 42. Screw, mounting, vacuum break (choke pull-off) |
| 10. Seal, fuel filter | 43. Vacuum break assy. (choke pull-off) |
| 11. Filter, fuel | 44. Cam, plastic, fast idle |
| 12. Spring, pressure relief | 45. Lockout lever, secondary |
| 13. Screw, cover (2) | 46. Arm, intermediate choke |
| 14. Cover hot idle compensator | 51. Baffle plate, choke |
| 15. Hot idle compensator | 52. Screw, mounting, choke housing |
| 16. Gasket, hot idle compensator | 53. Housing choke |
| 17. Screw, air horn (4) | 54. Seal, choke housing |
| 18. Screw, air horn (3) | 55. Main body |
| 19. Screw, air horn (2) | 56. Screw, throttle body to main body (3) |
| 20. Air horn | 57. Gasket, throttle body to main body |
| 21. Pump plunger assy. | 58. Limiter caps (2) (some models) |
| 22. Return spring, pump | 59. Screw, idle mixture (2) |
| 23. Gasket, air horn | 60. Springs, idle mixture (2) |
| 24. Metering rods, sec. (2) | 61. Throttle body |
| 25. Power piston assy. | |
| 26. Spring, power piston | |
| 27. Spring metering rods | |
| 28. Metering rods, pri. (2) | |
| 29. Baffle, anti-fuel slosh | |
| 30. Rod, float | |
| 31. Float assy. | |
| 32. Lift hook, float needle | |
| 33. Screw, retainer, needle diaphragm | |

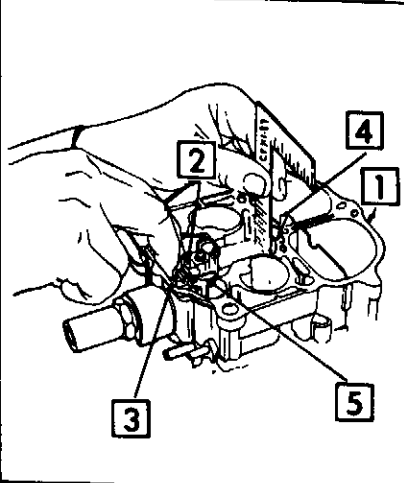
NOTE: Circled parts are included in most kits. Extra parts are included for other kits.

☐ PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT

ADJUSTMENT DATA

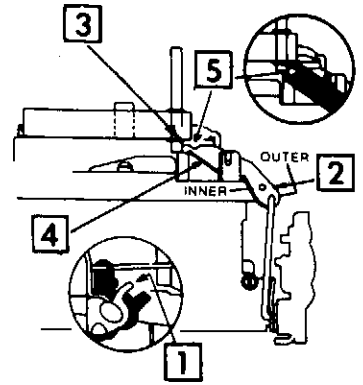
**FIG. A
FLOAT LEVEL
ADJUSTMENT**

1. REMOVE GASKET.
 2. HOLD FLOAT ROD FIRMLY IN PLACE.
 3. PUSH FLOAT DOWN LIGHTLY AGAINST NEEDLE.
 4. GAUGE FROM TOP OF CASTING TO TOP OF FLOAT AT 3/16" FROM EDGE OF TOE END AS SPECIFIED
 5. TO ADJUST, REMOVE FLOAT & BEND FLOAT ARM AS NEEDED
- NOTE: AFTER ADJUSTMENT, CHECK FLOAT ALIGNMENT.



**FIG. B
ROD LOCATION &
PUMP ADJUSTMENT**

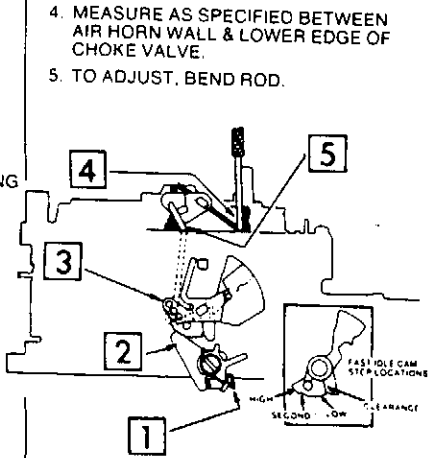
1. CLOSE THROTTLE VALVES BY RELEASING FAST IDLE CAM. SOME MODELS; ALSO BEND SECONDARY THROTTLE TANG AWAY TO PERMIT PRIMARY THROTTLE VALVES TO CLOSE. THEN READJUST.
2. ROD IN SPECIFIED HOLE OF PUMP LEVER.
3. GAUGE FROM TOP OF PUMP SHAFT TO TOP OF CHOKE VALVE WALL NEXT TO VENT STACK AS SPECIFIED*
4. WEDGE SCREWDRIVER UNDER LEVER WHILE BENDING LEVER END.
5. TO ADJUST, BEND PUMP LEVER.



* 1967, 1969 Cadillac see Footnote 31. Others see Car Service Manual.

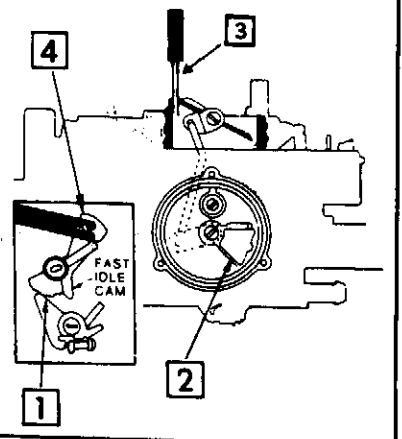
**FIG. C
CHOKE ROD (FAST IDLE
CAM ADJUSTMENT)**

- NOTE: FAST IDLE ADJUSTMENT (BENCH) SHOULD BE MADE PRIOR TO THE CHOKE ROD ADJUSTMENT.
1. PERFORM FAST IDLE ADJUSTMENT BY PRESETTING FAST IDLE SCREW (SEE CAR MANUAL).
 2. POSITION CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM.
 3. PUSH DOWN ON VACUUM BREAK LEVER (MODEL 4MV) OR THERMOSTATIC COIL TANG (MODEL 4MC) TO CLOSE CHOKE VALVE.
 4. MEASURE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE.
 5. TO ADJUST, BEND ROD.



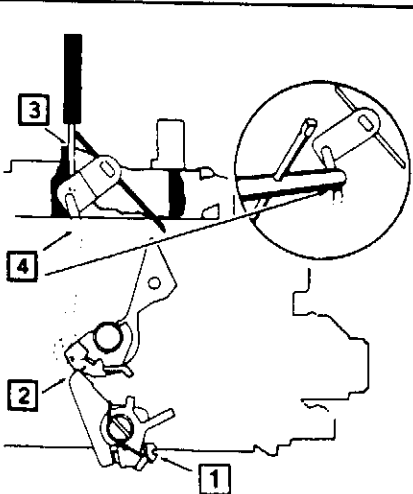
**FIG. D
CHOKE ROD
(FAST IDLE CAM)
ADJUSTMENT**

- NOTE: FIRST INITIATE FAST IDLE ADJUSTMENT (SEE CAR MANUAL).
1. POSITION CAM FOLLOWER ON SECOND STEP OF CAM NEXT TO HIGH STEP.
 2. PUSH UPWARD ON CHOKE COIL LEVER TO CLOSE CHOKE VALVE.
 3. MEASURE BETWEEN INSIDE OF AIR HORN WALL & UPPER EDGE OF CHOKE VALVE.
 4. TO ADJUST, BEND TANG ON FAST IDLE CAM.



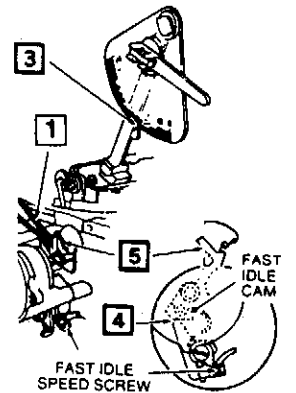
**FIG. E
CHOKE ROD
(FAST IDLE CAM)
ADJUSTMENT**

- NOTE: FAST IDLE ADJUSTMENT (BENCH) SHOULD BE MADE PRIOR TO THE CHOKE ROD ADJUSTMENT.
1. PRESET FAST IDLE SCREW BY MAKING FAST IDLE ADJUSTMENT (SEE CAR MANUAL).
 2. POSITION CAM FOLLOWER ON SECOND STEP OF FAST IDLE CAM AGAINST HIGHEST STEP.
 3. USE A GAUGE OR DRILL BIT TO MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.
 4. TO ADJUST, BEND ROD.



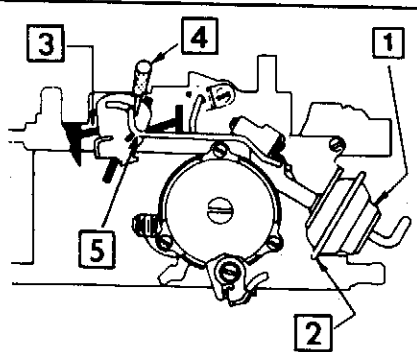
**FIG. F
CHOKE ROD
(FAST IDLE CAM)
ADJUSTMENT**

1. ATTACH RUBBER BAND TO TANG OF INTERMEDIATE CHOKE SHAFT. OPEN THROTTLE VALVE TO ALLOW CHOKE VALVE TO CLOSE.
2. SET UP ANGLE GAUGE (PART # CT2 OR EQUIVALENT) AND SET POINTER TO ZERO. AT THIS POSITION, MOVE BUBBLE TO CENTER.
3. ROTATE SCALE TO SPECIFIED ANGLE.
4. POSITION CAM FOLLOWER ON SECOND STEP OF CAM AGAINST HIGHEST STEP. IF CAM FOLLOWER DOESN'T CONTACT CAM, TURN FAST IDLE SPEED SCREW IN.
5. BUBBLE SHOULD NOW BE CENTERED. TO ADJUST, BEND TANG OF FAST IDLE CAM.



**FIG. F1
AIR VALVE ROD
ADJUSTMENT**

1. IF PURGE BLEED HOLE IS USED, PLUG END COVER WITH TAPE. REMOVE TAPE AFTER ADJUSTMENT.
2. USING AN OUTSIDE VACUUM SOURCE, SEAT CHOKE DIAPHRAGM.
3. COMPLETELY CLOSE AIR VALVE.
4. INSERT .025" GAUGE BETWEEN ROD AND END OF SLOT.
5. TO ADJUST FOR SPECIFIED CLEARANCE, BEND HERE.

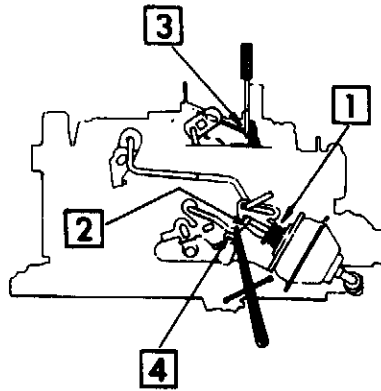


ADJUSTMENT DATA (Cont'd)

**FIG. G
FRONT VACUUM
BREAK ADJUSTMENT**

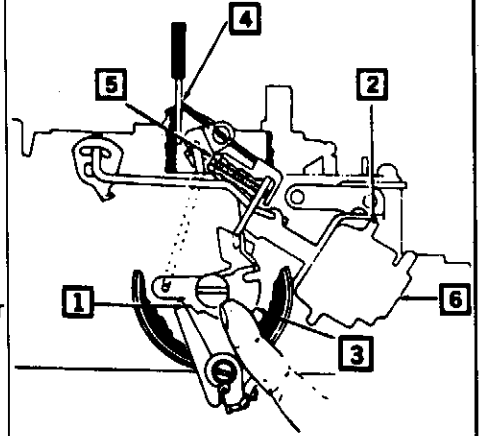
NOTE: POSITION CAM FOLLOWER ON HIGHEST STEP OF FAST IDLE CAM.

1. USING AN OUTSIDE VACUUM SOURCE. SEAT VACUUM DIAPHRAGM.
2. LIGHTLY PUSH UP ON VACUUM BREAK LEVER.
3. BE SURE TANG CONTACTS ROD.
4. LOCATE ROD IN BOTTOM OF SLOT IN LEVER.
5. MEASURE AS SPECIFIED BETWEEN LOWER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.



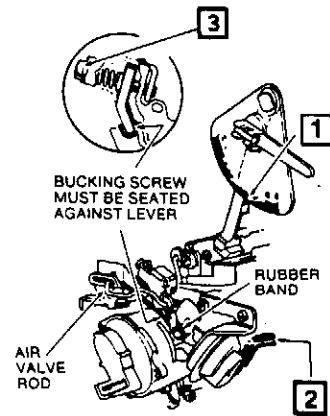
**FIG. H
FRONT VACUUM BREAK
ADJUSTMENT**

1. PLACE CAM FOLLOWER ON HIGHEST STEP OF FAST IDLE CAM.
2. FULLY SEAT DIAPHRAGM USING OUTSIDE VACUUM SOURCE.
3. PUSH INSIDE CHOKE COIL LEVER COUNTERCLOCKWISE UNTIL TANG ON VACUUM BREAK LEVER TOUCHES TANG ON VACUUM BREAK PLUNGER STEM.
4. USE A GAUGE OR DRILL BIT TO MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
5. TO ADJUST, TURN SCREW.
6. NOTE: COVER PURGE BLEED HOLE IF EQUIPPED.



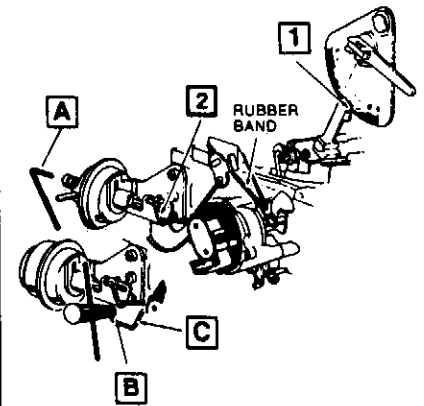
**FIG. I
FRONT VACUUM BREAK
ADJUSTMENT**

1. FOLLOW STEPS 1, 2 & 3, FIG. F.
2. FULLY SEAT DIAPHRAGM USING OUTSIDE VACUUM SOURCE. COVER PURGE BLEED HOLE WHERE APPLICABLE. NOTE: AIR VALVE ROD MUST NOT RESTRICT FULL TRAVEL OF DIAPHRAGM PLUNGER. BEND ROD IF NECESSARY AND READJUST AFTER THIS ADJUSTMENT. (REFER TO FIG. F1).
3. WITH VACUUM STILL APPLIED, ADJUST SCREW TO CENTER BUBBLE.



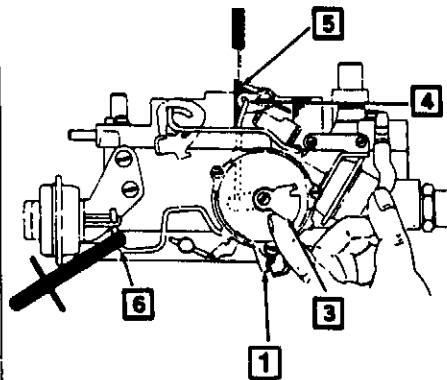
**FIG. J
REAR VACUUM BREAK
ADJUSTMENT**

1. FOLLOW STEPS 1, 2 & 3, FIG. F.
2. FULLY SEAT DIAPHRAGM USING OUTSIDE VACUUM SOURCE. COVER PURGE BLEED HOLE WHERE APPLICABLE. NOTE: AIR VALVE ROD MUST NOT RESTRICT FULL TRAVEL OF DIAPHRAGM PLUNGER. MAKE SURE PLUNGER BUCKING SPRING IS COMPRESSED (IF USED). BEND ROD IF NECESSARY AND READJUST AFTER THIS ADJUSTMENT.
3. WITH VACUUM STILL APPLIED, ADJUST AND CENTER BUBBLE WITH:
 - A. 1/8" HEX WRENCH, OR;
 - B. SUPPORT ROD AT 'C', AND BEND VACUUM BREAK ROD.



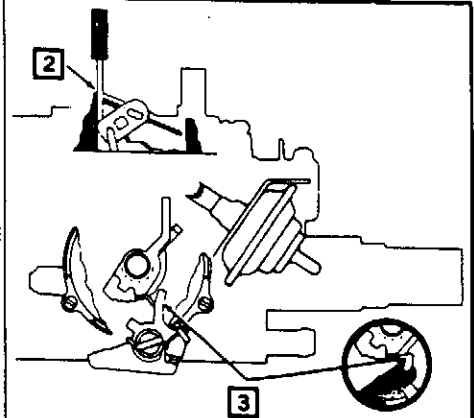
**FIG. K
REAR VACUUM BREAK
ADJUSTMENT**

1. PLACE CAM FOLLOWER ON HIGHEST STEP OF FAST IDLE CAM.
2. FULLY SEAT DIAPHRAGM USING OUTSIDE VACUUM SOURCE. COVER PURGE BLEED HOLE WHERE APPLICABLE. (MAKE SURE BUCKING SPRING IS COMPRESSED IF USED).
3. PUSH UP CHOKE COIL LEVER TOWARD CLOSED CHOKE.
4. ROD SHOULD BE IN BOTTOM OF SLOT.
5. USING A GAUGE OR DRILL BIT, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
6. TO ADJUST, BEND ROD.



**FIG. L
UNLOADER
ADJUSTMENT**

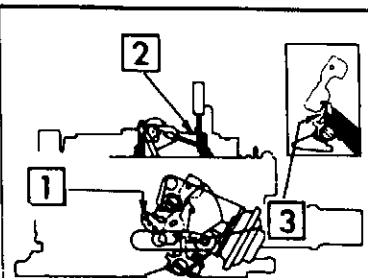
1. HOLD PRIMARY THROTTLE VALVE WIDE OPEN.
2. USING A GAUGE OR DRILL BIT, MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
3. TO ADJUST, BEND ROD.



**FIG. M
UNLOADER ADJUSTMENT**

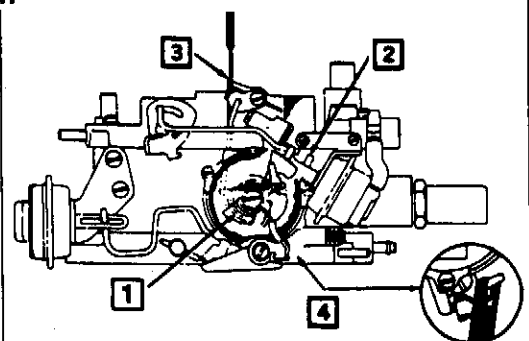
NOTE: POSITION THROTTLE VALVES WIDE OPEN.

1. MOVE LEVER UP OR DOWN TOWARDS CLOSED CHOKE POSITION.
2. MEASURE AS SPECIFIED BETWEEN AIR HORN WALL AND LOWER EDGE OF CHOKE VALVE.
3. TO ADJUST, BEND TANG.



**FIG. N
UNLOADER ADJUSTMENT**

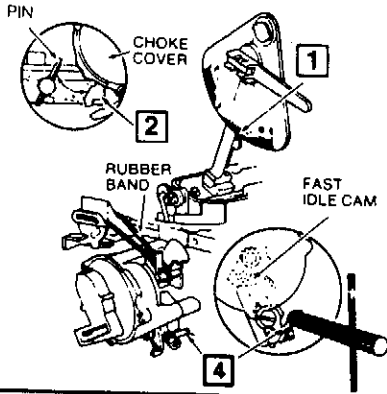
1. INSTALL THERMOSTATIC COVER. ALIGN INDEX MARK ON HOUSING. HOLD PRIMARY THROTTLE VALVES WIDE OPEN.
2. ON WARM ENGINE, PUSH UP ON TANG TO CLOSE CHOKE VALVE (HOLD WITH RUBBER BAND).
3. USING A GAUGE OR DRILL BIT, MEASURE BETWEEN EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
4. TO ADJUST, BEND TANG.



ADJUSTMENT DATA (Cont'd)

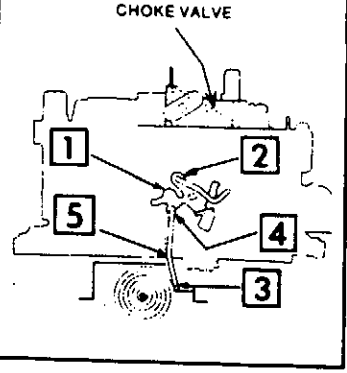
**FIG. P
UNLOADER
ADJUSTMENT**

1. FOLLOW STEPS 1, 2 & 3, FIG. F.
2. HOLD SECONDARY LOCKOUT LEVER AWAY FROM PIN.
3. HOLD THROTTLE LEVER AWAY FROM PIN.
4. TO CENTER BUBBLE, BEND TANG OF FAST IDLE LEVER.



**FIG. Q
CHOKE COIL ROD
ADJUSTMENT**

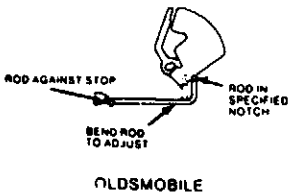
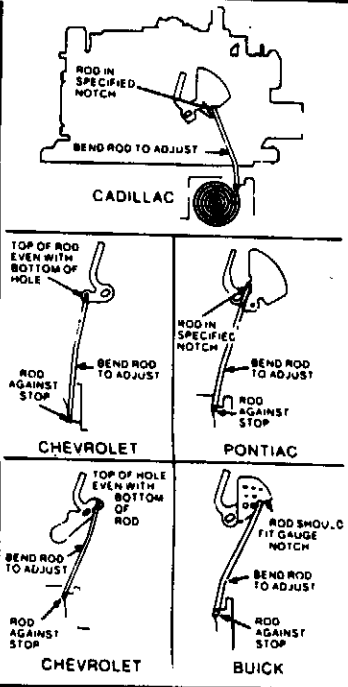
1. DETACH THERMOSTATIC COIL ROD FROM LEVER.
2. CLOSE CHOKE VALVE BY TURNING COIL LEVER COUNTERCLOCKWISE.
3. PRESS DOWN ON ROD AGAINST STOP.
4. ROD MUST FIT IN NOTCH IN LEVER.
5. TO ADJUST, BEND ROD.



**FIG. R
CHOKE COIL ROD
ADJUSTMENTS - TYPICAL**

WITH CHOKE ROD IN BOTTOM OF CHOKE LEVER SLOT AND CHOKE VALVE COMPLETELY CLOSED, PUSH OR PULL CHOKE COIL ROD TO END OF TRAVEL. ROD MUST BE POSITIONED AS SHOWN.

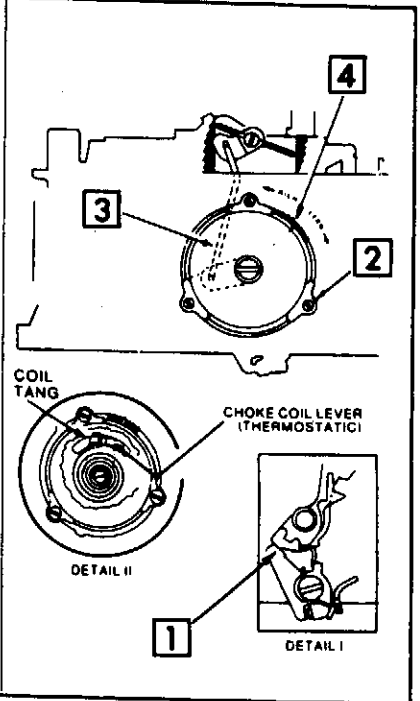
NOTE: BUICK MODELS, AFTER ADJUSTMENT WHEN VEHICLE IS OPERATED AT ALTITUDES OF 4000 FT. OR ABOVE, PLACE ROD IN "ALT" HOLE IN LEVER.



**FIG. S
AUTOMATIC CHOKE
COIL ADJUSTMENT**

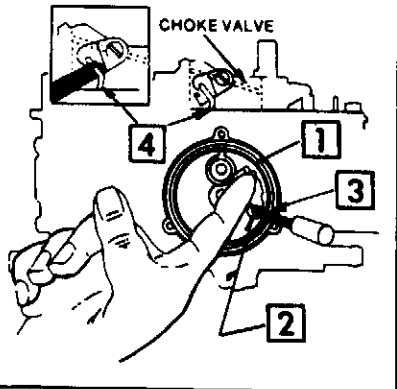
1. POSITION CAM FOLLOWER ON HIGHEST STEP OF CAM (SEE DETAIL I).
2. TO ADJUST, LOOSEN 3 SCREWS UNTIL COVER & COIL ASSY. ROTATE.
3. TURN CHOKE COVER & COIL ASSY. COUNTERCLOCKWISE UNTIL CHOKE VALVE CLOSES.
4. POSITION INDEX MARK ON COVER WITH SPECIFIED MARK ON HOUSING.

NOTE: FOR MODELS WITH SLOTTED COIL PICK-UP LEVER, BE SURE COIL TANG IS INSTALLED IN SLOT IN LEVER (SEE DETAIL II).



**FIG. T
CHOKE COIL LEVER
ADJUSTMENT**

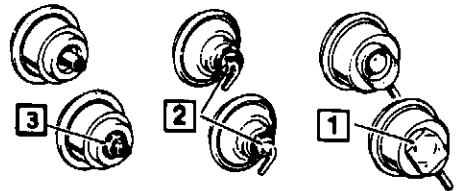
1. WITH CHOKE COVER & COIL ASSY. REMOVED, PUSH UP ON THERMOSTATIC COIL TANG UNTIL CHOKE VALVE IS CLOSED.
2. PLACE .120" GAUGE OR DRILL INTO ACCESS HOLE PROVIDED.
3. BOTTOM EDGE OF LEVER MUST JUST TOUCH SIDE OF GAUGE.
4. TO ADJUST, BEND CHOKE ROD.



**FIG. U
VACUUM BREAK ADJ. INFORMATION**

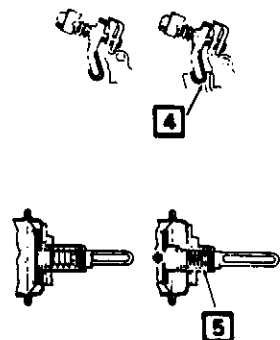
**A. PLUGGING
AIR BLEED HOLES.**

1. TAPE END OF COVER.
2. TAPE HOLE IN TUBE
3. PUMP CUP OR VALVE STEM SEAL.



B. BUCKING SPRINGS.

4. LEAF TYPE — SPRING SEATED.
5. PLUNGER STEM EXTENDED (SPRING COMPRESSED).



SPECIFICATION DATA

Year	Application	Float Setting	Pump Adjustment		Choke Rod	Fig.	Vacuum Break				Unloader		Auto Choke
			Location	Dim.			Front	Fig.	Rear	Fig.		Fig.	

BUICK, OLDSMOBILE, PONTIAC — SPECIFICATION I.D.-A

1977	260 Eng. Carb. No. 17057157	1/8 1/8	Outer Outer	11/32 3/8	.085 .090	D D	— —	— —	— —	— —	.190 .190	L L	1NR ² 1NR
1976	260 Eng. Carb. No. 17056152, 54, 56, 58, 455	1/8 1/8	Outer Inner	3/16 9/32	.105 .105	D D	— —	— —	— —	— —	.210 .210	L L	1NR ³ 1NR
1975	260 Eng. -Carb. No. 7045156, 298 Carb. No. 7045297, 356, 598 Carb. No. 7045354, 358	3/16 3/16 3/16	Inner Inner Outer	9/32 3/16 9/32 ⁵	.105 .105 .105	D D D	— — —	— — —	— — —	— — —	.210 .210 .210	L L L	1NR Index ⁴ Index

CHECKER, CHEVROLET — SPECIFICATION I.D.-C

1977-76	350 Eng. (Aero Bus)	11/32	Inner	9/32	.290	E	.120	G ¹	—	—	.295	M ¹	6
1974	350, 400 Eng. 454 Eng.	1/4 3/8	Inner Inner	— —	.430 .430	C C	.230 .250	G G	— —	— —	.450 .450	M M	6 6
1973	350, 454 Eng.	1/4	Inner	—	.430	C	.250 ⁷	G	—	—	.450	M	8

GM TRUCKS —

1979-78	350, 400 Eng. ²² Carb. No. 17058212	15/32 7/16	Inner Inner	9/32 9/32	42° 42°	F F	.123 .150	G ¹ G ¹	— —	— —	.260 .287	M ¹ M ¹	6 6
1978	350, 400, 454 Eng. ²³ Carb. No. 17058529	15/32 15/32	Inner Inner	9/32 9/32	42° 42°	F F	.150 .142	G ¹ G ¹	— —	— —	.287 .260	M ¹ M ¹	6 6
1977-76	350, 400, 454 Eng. Carb. No. 17057213, 15, 16, 29, 529 Carb. No. 17057514, 25 Carb. No. 17056212, 17 Carb. No. 7045213, 14, 15, 16 Carb. No. 7045225, 29 Carb. No. 7045583, 84, 85, 86, 88, 89	11/32 11/32 3/8 11/32 11/32 ¹⁰ 11/32	Inner Inner Inner Inner Inner Inner	9/32 9/32 9/32 9/32 9/32 9/32	.220 .220 .290 .290 .290 .290	E E E E E E	.110 .120 .120 .145 .138 .120 ¹¹	G ¹ G ¹ G ¹ G ¹ G ¹ G ¹	— — — — — —	— — — — — —	.205 .225 .295 .295 .295 .295	M ¹ M ¹ M ¹ M ¹ M ¹ M ¹	6 6 6 6 6 6
1975	350, 454 Eng. Carb. No. 7045213, 14, 15, 16 Carb. No. 7045225, 29 Carb. No. 7045212, 17	11/32 11/32 ¹⁰ 3/8	Inner Inner Inner	9/32 9/32 9/32	.290 .290 .430	E E C	.145 .138 .225	G ¹ G ¹ G	— — —	— — —	.295 .295 .450	M ¹ M ¹ M	6 6 6
1974	350, 454 Eng. Carb. No. 7044213, 14, 15, 513, 14 Carb. No. 7044227, 500, 20	1/4 ¹² 11/32 3/8	Inner Inner Inner	9/32 9/32 9/32	.430 .430 .430	C C C	.230 .215 .250	G G G	— — —	— — —	.450 .450 .450	M M M	6 6 6
1973	350, 454 Eng. Carb. No. 7043208, 10, 11, 15	1/4 11/32 ¹³	Inner Inner	— —	.430 .430	C C	.250 ¹⁴ .215	G G	— —	— —	.450 .450	M M	8 8

BUICK, CHEVROLET — SPECIFICATION I.D.-D

1981-80	231, 307 Eng. -Carb. No. 17080240, 243 Carb. No. 17080242 Carb. No. 17080247	3/16 13/32 13/32	Inner Inner Inner	9/32 9/32 9/32	14.5° 14.5° 14.5°	F F F	16° 15° 16°	I I I	16° 18° 15°	J J J	30° 35° 35°	P P P	— — —
1979	231 Eng. Carb. No. 17059240, 43, 544, 46 Carb. No. 17059242 Carb. No. 17059540, 43 Carb. No. 17059547, 48	7/32 7/32 7/32 7/32	Inner Inner Inner Inner	9/32 9/32 9/32 9/32	14.5° 14.5° 14.5° 14.5°	F F F F	21° 15° 21° 21°	I I I I	21° 13° 23° 18° ¹⁶	J J J J	30° 30° 38° 30°	P P P P	1NR ¹⁵ 2NR 1NR 1NR

CADILLAC —

1980	368 Eng. -Fed.	13/32	Inner	9/32	16°	F	26° ¹⁷	I	24° ¹⁷	J	35°	P	—
1979-78	425 Eng. -Fed. Carb. No. 17059230 Carb. No. 17058230	13/32 13/32 13/32	Inner Inner Inner	9/32 9/32 9/32	16° 16° 16°	F F F	26° 25° 25°	I I I	28° 37° 39°	J J J	25° ¹⁸ 25° 35°	P P P	2NR 2NR 2NR
1977	425 Eng. Carb. No. 17057234, 235 Carb. No. 17057530, 533	13/32 ¹⁹ 13/32 ¹⁹ 13/32	Outer Inner Outer	3/8 9/32 7/16	.080 .080 .080	D D D	.140 .140 .150	H H H	.120 ²⁰ .120 .150	K K K	.230 .230 .230	N N N	2NR 2NR 2NR
1976	350, 500 Eng. Carb. No. 17056530	13/32 13/32	Outer Inner	3/8 9/32	.080 .080	D D	.170 .170	H H	.140 .170	K K	.230 .230	N N	2NR 2NR
1975	500 Eng. Carb. No. 7045530	7/16 ²¹ 15/32	Outer Outer	3/8 3/8	.080 .080	D D	.160 .180	H H	.130 .180	K K	.215 .215	N N	2NR 1NR

FOOTNOTES

- ¹ Measure between **upper** edge of choke valve and air horn wall.
- ² Carb. No. 17057150, 151 set 2NR.
- ³ Carb. No. 17056457, 459 set Index.
- ⁴ Carb. No. 7045297 set 1NR.
- ⁵ Carb. No. 7045358 set 5/16.
- ⁶ See text, Fig. Q.
- ⁷ Carb. No. 7043212, 213 set .215".
- ⁸ See text, Fig. R.
- ¹⁰ Carb. No. 7045229 set 15/32.
- ¹¹ Carb. No. 7045588, 589 set .155".
- ¹² Carb. No. 7044212, 17, 512, 17 set 3/8.
- ¹³ Carb. No. 7043210, 211 set 1/4.
- ¹⁴ Carb. No. 7043507 set .275".
- ¹⁵ Carb. No. 17059546 set Index.
- ¹⁶ Carb. No. 17059548 set 15°.
- ¹⁷ Carb. No. 17080231 set 28°.
- ¹⁸ 1978 models set 35°.
- ¹⁹ Carb. No. 17057231 set 17/32.
- ²⁰ Carb. No. 17057231, 233 set .140".
- ²¹ Carb. No. 7045230 set 15/32.
- ²² Carb. nos. 17055812, 813, 815, 879; 17058213, 215, 229
- ²³ Carb. nos. 17055814, 823, 825, 875, 878; 17058513, 514, 515, 525