

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3562-10

HOLLEY CARBURETOR

1 BARREL Type 1920

### HOW TO USE THIS INSTRUCTION SHEET

1. This worksheet has been designed to simplify your use of the repair kit to tune-up a carburetor. It is set up so that you can follow each step by checking it off as you perform it. If you are interrupted any time during your work, you will know where you are when you get back to it.

2. The steps of disassembly are shown in numerical order. Parts are illustrated at right and are identified in numerical sequence to make it easy to find. Thus the first part to be removed is at the top of this list and can be found in the exploded drawing by its number designation. To re-assemble proceed from the bottom of the list and check-off operations in the right hand column.

**NOTE:** Measure & record Float Level Setting before dismantling Float Assy.

3. The items contained in this kit are sufficient to replace the most frequently worn parts in the carburetor. The list of parts shown on this sheet DOES NOT reflect the contents of the kit.

4. This instruction sheet is applicable to all carburetors of this type. Since the illustration (Exploded View) is typical and minor variations occur between the different models, procedures will be essentially as described and the differences will be easily recognized. This kit may contain extra parts which are applicable to other carburetors in this group. Substitute identical replacement parts for original worn parts found on carburetor.

5. Cover manifold hole while the carburetor is off to prevent dust and dirt from entering.

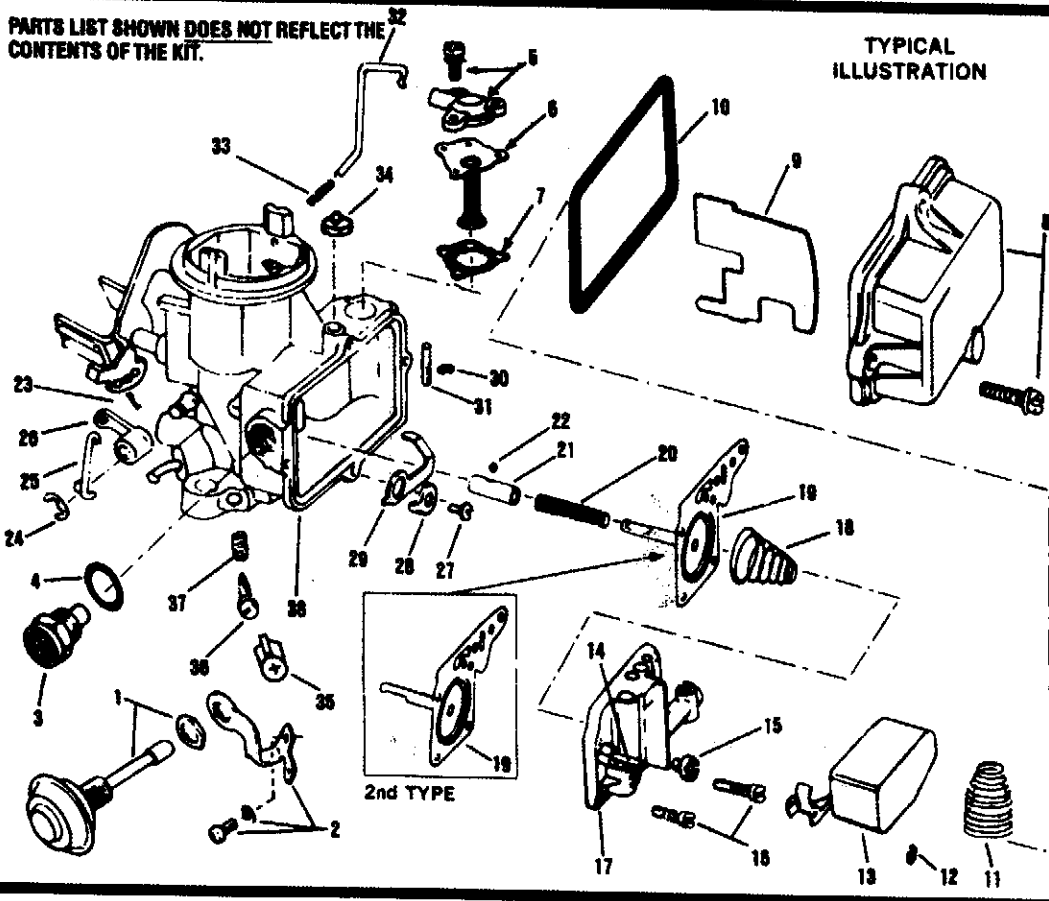
6. Soak throttle body, air horn assembly and carburetor body in carburetor cleaner for about ten minutes. Remove carbon and all loose particles using a stiff bristle brush.

7. **CAUTION:** Do not use any abrasives to clean carburetor parts. Items made of rubber, leather, nylon or plastic are not to be soaked in carburetor cleaner.

8. Put small parts in strainer and allow to soak in a carburetor cleaner. Dry and place on paper towel.

9. Remove parts from solvent, blow out all passages and jets with air gun.

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



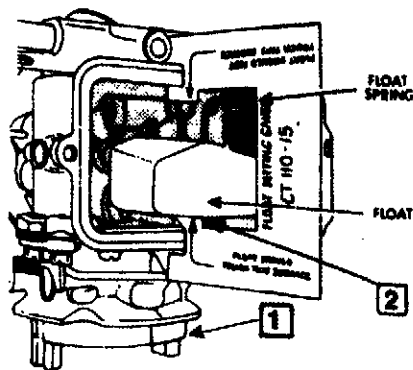
DISASSEMBLY		DISASSEMBLY (Cont'd)	
1.	Dashpot & Lock Nut	20.	Spring
2.	Bracket, Screw & Lockwasher	21.	Rod Sleeve
3.	Needle & Seat Assy.	22.	Push Rod Ball
4.	Gasket	23.	Pin
5.	Cover & Screw	24.	Retainer
6.	Economizer Diaphragm	25.	Pump Link
7.	Economizer Gasket	26.	Pump Lever
8.	Fuel Bowl Cover & Screw	27.	Screw
9.	Baffle	28.	Mechanical Vent Control
10.	Gasket	29.	Mechanical Vent Lever
11.	Float Spring	30.	Retainer
12.	Retainer	31.	Spring
13.	Float	32.	Vent Rod
14.	Float Pin	33.	Spring
15.	Main Jet	34.	Bowl Vent Valve
16.	Screws	35.	Limiter Cap (Some Models)
17.	Main Well & Economizer Body	36.	Idle Mixture Screw
18.	Pump Return Spring	37.	Spring
19.	Pump Diaphragm	38.	Body
ASSEMBLY (Cont'd)		ASSEMBLY	

# ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL ADJ.  
METHOD I**

CAUTION: ALLOW ONLY WEIGHT OF FLOAT TO REST ON INLET NEEDLE. IF TIP BECOMES COMPRESSED, ALLOW IT TO RETURN BACK TO SHAPE BEFORE TAKING A READING.

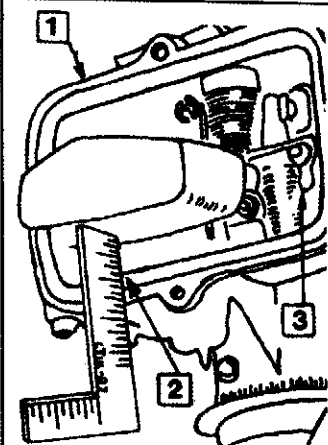
1. INVERT CARBURETOR AND INSTALL GAUGE CT110-15 AS SHOWN.
2. FLOAT SHOULD JUST CONTACT "TOUCH" LEG OF GAUGE AND JUST CLEAR "NO TOUCH" LEG WHEN CARBURETOR IS HELD IN UPRIGHT POSITION.
3. TO ADJUST, BEND TANG ON FLOAT LEVER.



NOTE: When applicable fuel level gauge is unavailable use replacement gauge CT-111-87

**METHOD II**

1. INVERT CARBURETOR.
2. MEASURE AS SPECIFIED BETWEEN FLOAT BOWL USING GAUGES CT 109-85 OR CT 109-5. TO MEASURE FLOAT LEVEL USING GAUGES CT109-85 OR CT109-5, INSERT GAUGE AT MID-POINT OF FLOAT AND TOP OF FLOAT CHAMBER.
3. TO ADJUST, BEND TANG ON FLOAT LEVER.

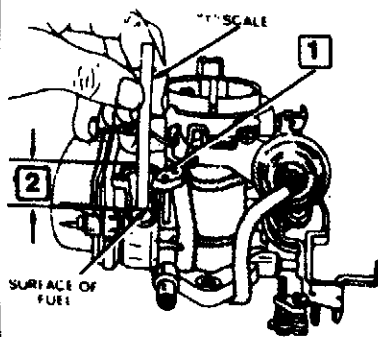


**FIG. B  
FUEL LEVEL SETTING (WET)**

NOTE: ADJUSTMENT SHOULD BE CHECKED WITH CARB. IN CAR ON A LEVEL SURFACE WITH ENGINE RUNNING. WARNING: FUEL SPILLINGS REPRESENTS A FIRE HAZARD. EXERCISE CARE.

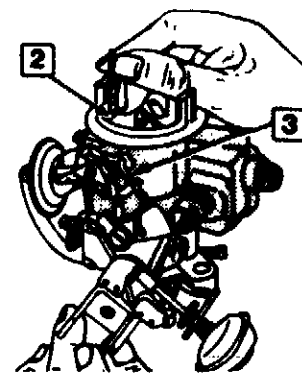
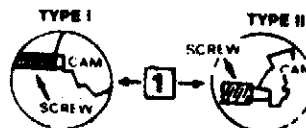
1. REMOVE ECONOMIZER DIAPHRAGM AND STEM ASSEMBLY.
2. MEASURE AS SPECIFIED FROM SURFACE OF FUEL TO STOP OF CASTING.
3. TO ADJUST, REMOVE CARBURETOR FROM CAR AND ADJUST AS OUTLINED IN FIG. A #2 or 3.

NOTE: WHEN INSTALLING ECONOMIZER DIAPHRAGM ASSURE THAT BOTTOM STEM OF VALVE CONTACTS THE POWER VALVE PLUNGER.



**FIG. D  
FAST IDLE CAM  
POSITION ADJ.**

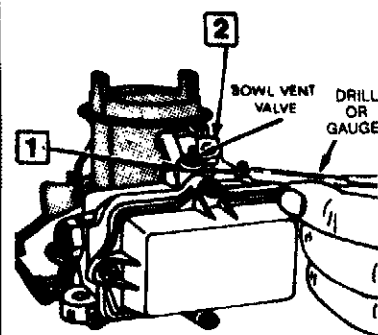
1. POSITION FAST IDLE SCREW ON PROPER STEP OF CAM. TYPE I FOR VEHICLES 1965 AND UP. TYPE II FOR VEHICLES 1964 AND EARLIER.
2. MEASURE AS SPECIFIED BETWEEN CHOKE VALVE AND UPPER WALL OF AIR HORN.
3. TO ADJUST, BEND FAST IDLE CONNECTOR ROD UNTIL CORRECT CLEARANCE IS OBTAINED.



**FIG. C  
BOWL VENT ADJ.**

NOTE: ADJUSTMENT MADE WITH ENGINE RUNNING & THROTTLE AT CORRECT CURB IDLE SPEED.

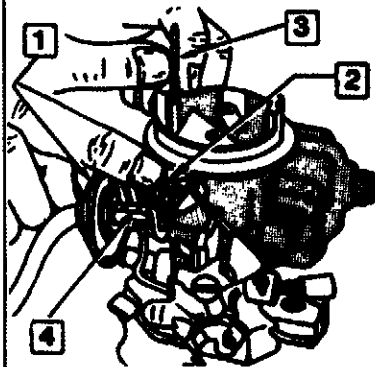
1. MEASURE AS SPECIFIED BETWEEN VENT VALVE AND SEAT.
2. TO ADJUST, BEND HORIZONTAL PORTION OF ROD.



**FIG. E  
VACUUM KICK ADJ.  
(CHOKE PULL-OFF)**

NOTE: BACK OFF FAST IDLE SCREW SO THAT CHOKE VALVE CAN BE FREELY CLOSED OR OPENED.

1. APPLY AT LEAST 10" Hg. VACUUM FROM AN EXTERNAL SOURCE TO DIAPHRAGM.
2. HOLD CHOKE VALVE TOWARD CLOSED POSITION.
3. MEASURE AS SPECIFIED BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
4. TO ADJUST, BEND DIAPHRAGM LINK AS NECESSARY.



**FIG. F  
CHOKE ADJ.**

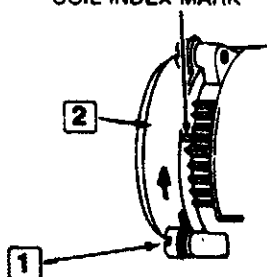
1. LOOSEN RETAINER SCREWS.
2. ROTATE COVER AGAINST SPRING TENSION TO SPECIFIED MARK ON CHOKE HOUSING. RE-TIGHTEN SCREWS.

SPRING STAGE CHOKE

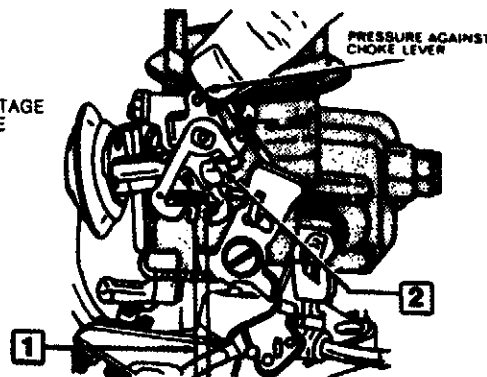
NOTE: USED ONLY ON 170" ENGINE, AND IN MANY CASES THE SPRING WILL HAVE BEEN REPLACED BY A FORMED WIRE LINK.

1. MEASURE CLEARANCE BETWEEN HUB LEVER AND SHAFT LEVER. CORRECT CLEARANCE IS .005" TO .025".
2. BEND TANG TO OBTAIN CLEARANCE.

COVER AND THERMOSTAT COIL INDEX MARK



SPRING STAGE CHOKE

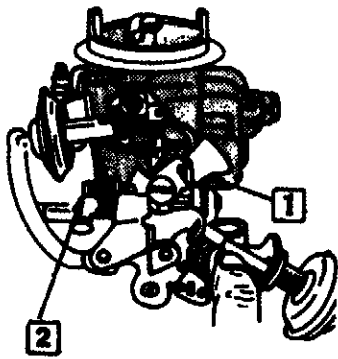
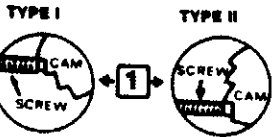


## ADJUSTMENT DATA (CONT'D)

**FIG. G  
FAST IDLE SPEED ADJ.**

NOTE: ENGINE MUST BE AT OPERATING TEMPERATURE AND IDLE AIR MIXTURE PROPERLY ADJUSTED.

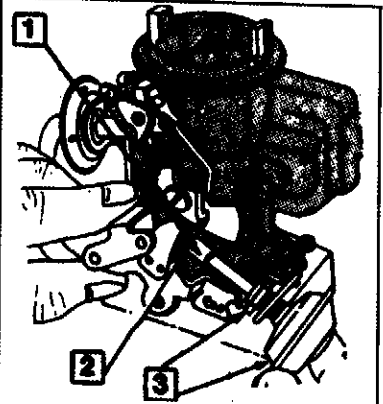
1. PLACE FAST IDLE SCREW ON PROPER STEP OF CAM. TYPE I FOR CARS EQUIPPED WITH (C.A.P.) CLEAN AIR PACKAGE. TYPE II FOR STANDARD CARBURETORS.
2. ADJUST FAST IDLE SCREW TO OBTAIN SPECIFIED FAST IDLE RPM.



**FIG. H  
DASHPOT ADJ.**

NOTE: WITH CURB IDLE SCREW PROPERLY ADJUSTED, HOLD THROTTLE LEVER IN CLOSED POSITION.

1. FULLY DEPRESS DASHPOT PLUNGER
2. MEASURE BETWEEN END OF PLUNGER AND THROTTLE LEVER SHOULD READ APPROXIMATELY .170".
3. TO ADJUST, LOOSEN LOCKNUT AND TURN DASHPOT IN OR OUT AS REQUIRED. VARY ADJUSTMENT TO MATCH SPECIFIED R.P.M. RE-TIGHTEN LOCKNUT.



## SPECIFICATIONS BY APPLICATION

Year	Model	Dry Float Level Gauge <small>Fig. A</small>	Fuel Level Setting <small>Fig. B</small>	Bowl Vent Adj. <small>Fig. C</small>	Fast Idle Cam Position <small>Fig. D</small>	Vacuum Rich. <small>Fig. E</small>	Choke Adj. <small>Fig. F</small>	Fast Idle Speed <small>Fig. G</small>	Dashpot Adj. <small>Fig. H</small>	
<b>DODGE — SPECIFICATION I.D.-A</b>										
60-63	170, 225 Eng. - All	CT-110-15	11/16	1/6	Index	—	2 Rich	550	1500	
<b>PLYMOUTH — SPECIFICATION I.D.-A</b>										
60-63	170, 225 Eng. - All	CT-110-15	11/16	1/6	Index	—	2 Rich	550	1500	
<b>CHEVROLET — SPECIFICATION I.D.-B</b>										
63-68	230, 250 Eng. - All	CT-110-15	3/4	5/64	—	—	—	—	—	
<b>JEEP — SPECIFICATION I.D.-B</b>										
65-64	230 Eng. 6 Cyl.	CT-110-15	3/4	—	—	—	Index	550	2100 <sup>14</sup>	
<b>AMERICAN MOTORS — SPECIFICATION I.D.-C</b>										
65-64	199, 232 Eng. 6 Cyl. All	CT-110-15	27/32	3/32	3/32	17/64	2 Rich	525 <sup>21</sup>	—	
<b>AMERICAN MOTORS — SPECIFICATION I.D.-D</b>										
68-66	199, 232 Eng.	CT-110-15	27/32	3/32	++	—	—	—	—	
<b>DODGE — SPECIFICATION I.D.-D</b>										
73 <sup>23</sup>	198 Eng. - A.T. - All	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700	
	- M.T. - All	CT-109-88	27/32 <sup>22</sup>	1/64	3/64	5/64	Automatic	750	2000	
	225 Eng. - A.T. - Cal.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	1700	
	- M.T. - Cal.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	2000	
	225 Eng. - A.T. - Fed.	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700	
	- M.T. - Fed.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	2000	
	72 <sup>24</sup>	198 Eng. - M.T. - All - Carb. #6363	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000
		- Carb. #6364	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
		198 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	1900
		- M.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
225 Eng. - A.T. - All		CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000	
- M.T. - All		CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	1900	
225 Eng. - A.T. - Cal.		CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	2000	
- M.T. - Cal.		CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000	

## SPECIFICATIONS BY APPLICATION

Year	Model	Dry Float Level Gauge Fig. A	Fuel Level Setting Fig. B	Bowl Vent Adj. Fig. C	Fast Idle Cam Position Fig. D	Vacuum Kick. Fig. E	Choke Adj. Fig. F	Fast Idle Speed Fig. G	Dashpot Adj. Fig. H
<b>DODGE — SPECIFICATION I.D.-D (cont'd)</b>									
71 <sup>25</sup>	225 Eng. - A.T. - M.T.	CT-110-15	27/32	1/32	#52	#39	2 Rich	750	1900
	225 Eng. Export All - Cal.	CT-110-15	27/32	1/32	#52	#39	2 Rich	750	1600
71-68 <sup>25</sup> 70 <sup>25</sup>	198, 225 Eng. - All 225 Eng.	CT-110-15	27/32	1/32	+	#39	2 Rich	750	1800
	All	CT-110-15	27/32	1/64	+	—	—	—	—
69 <sup>25</sup> 69 <sup>25</sup>	225 Eng. 225 Eng. - All	CT-110-15	27/32	3/32	#52	#39 <sup>17</sup>	2 Rich	700 <sup>18</sup>	1600 <sup>19</sup>
	225 Eng. - A.T. - Can.	CT-109-85	27/32 <sup>15</sup>	3/32	#52	#39 <sup>11</sup>	2 Rich	650	1800
68 <sup>25</sup> 68-66 <sup>25</sup>	225 Eng. 170, 225 Eng. - All	CT-110-15	27/32	3/32	#52	#39	2 Rich	700 <sup>12</sup>	1600 <sup>13</sup>
67	225 Eng. - w/C.A.P.	CT-110-15	27/32	3/32	#52 <sup>9</sup>	#38 <sup>10</sup>	2 Rich	650	1700
67-66	225 Eng. - w/A.C. - w/C.A.P.	CT-110-15	27/32	3/32	+	—	—	—	—
	170, 225 Eng. - All 6 Cyl.	CT-110-15	27/32	3/32	#47 <sup>7</sup>	#28 <sup>8</sup>	2 Rich	650	1550
65	170, 225 Eng.	CT-110-15	27/32	3/32	#52	#30 <sup>4</sup>	2 Rich	550	700
65-60	170, 225 Eng.	CT-110-15	27/32	1/16	#41 <sup>5</sup>	#28 <sup>6</sup>	2 Rich	650	1550
64	170, 225 Eng.	CT-110-15	27/32	1/16	+	—	—	—	—
64-60	170, 225 Eng.	CT-110-15	27/32	1/16	15/64	#32 <sup>3</sup>	2 Rich	550	700
		CT-110-15	27/32	1/16	—	—	2 Rich	650	1550
		CT-110-15	27/32	1/16	—	—	2 Rich	550	700
		CT-110-15	27/32	1/16	—	—	2 Rich	550	700

## PLYMOUTH — SPECIFICATION I.D.-D

73	198 Eng. - A.T. - All - M.T. - All	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700
	225 Eng. - A.T. - Cal.	CT-109-88	27/32 <sup>22</sup>	1/64	3/64	5/64	Automatic	750	2000
	- M.T. - Cal.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	1700
	225 Eng. - A.T. - Fed.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	2000
	- M.T. - Fed.	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700
72	198 Eng. - M.T. - All - Carb. #6363	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000
	- Carb. #6364	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
	198 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	1900
	- M.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
	225 Eng. - A.T. - All	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
	- M.T. - All	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	1900
	225 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	2000
	- M.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000
71	225 Eng. - A.T.	CT-110-15	27/32	1/32	1/16+	3/32	Automatic	700	2000
	- M.T.	CT-110-15	27/32	1/32	#52	#39	2 Rich	750	1900
	225 Eng. Export	CT-110-15	27/32	1/32	#52	#39	2 Rich	750	1600
	All - Cal.	CT-110-15	27/32	—	+	—	—	—	—
71-68 70	198, 225 Eng. - All	CT-110-15	27/32	1/32	#52	#39	2 Rich	750	1800
	225 Eng.	CT-110-15	27/32	1/64	+	—	—	—	—
	All	CT-110-15	27/32	3/32	#52	#39 <sup>17</sup>	2 Rich	700 <sup>18</sup>	1600 <sup>19</sup>
69	225 Eng.	CT-110-15	27/32	3/32	#52	#39	2 Rich	650	1800
	All	CT-109-85	27/32 <sup>15</sup>	3/32	#52	#39 <sup>11</sup>	2 Rich	700 <sup>12</sup>	1600 <sup>13</sup>
	- A.T. - Can.	CT-110-15	27/32	3/32	#52	#39	2 Rich	650	1700
68	225 Eng.	CT-110-15	27/32	3/32	#52	#50	2 Rich	650	1700
67	225 Eng. - w/C.A.P.	CT-110-15	27/32	3/32	#52 <sup>9</sup>	#38 <sup>10</sup>	2 Rich	650	1400
67-66	225 Eng.	CT-110-15	27/32	3/32	#47 <sup>7</sup>	#28 <sup>8</sup>	2 Rich	650	1550
66	225 Eng. - w/A.C. w/C.A.P.	CT-110-15	27/32	3/32	#52	#30 <sup>4</sup>	2 Rich	550	700
	170, 225 Eng. - All 6 Cyl.	CT-110-15	27/32	3/32	#41 <sup>5</sup>	#28 <sup>6</sup>	2 Rich	650	1550
65	170, 225 Eng.	CT-110-15	27/32	1/16	+	—	—	—	—
65-60	170, 225 Eng.	CT-110-15	27/32	1/16	5/64	#32 <sup>3</sup>	2 Rich	550	700
		CT-110-15	27/32	1/16	—	—	2 Rich	650	1550

## DODGE TRUCK — SPECIFICATION I.D.-D

73	198 Eng. - A.T. - All - M.T. - All	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700
	225 Eng. - A.T. - Cal.	CT-109-88	27/32 <sup>22</sup>	1/64	3/64	5/64	Automatic	750	2000
	- M.T. - Cal.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	1700
	225 Eng. - A.T. - Fed.	CT-109-85	27/32 <sup>15</sup>	1/64	1/16	3/32	Automatic	750	2000
	- M.T. - Fed.	CT-110-15	27/32 <sup>22</sup>	1/64	1/16+	3/32	Automatic	750	1700
		CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000

# SPECIFICATIONS BY APPLICATION

Year	Model	Dry Float Level Gauge Fig. A	Fuel Level Setting Fig. B	Sowl Vent Adj. Fig. C	Fast Idle Cam Position Fig. D	Vacuum Kick Fig. E	Choke Adj. Fig. F	Fast Idle Speed Fig. G	Dashpot Adj. Fig. H
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## DODGE TRUCK - SPECIFICATION I.D. D. (cont'd)

72	198, 225 Eng. Carb. No. R6483-1	CT-110-15	27/32	1/64	+	13/64	—	—	—
72	198 Eng. - M.T. - All Carb. #6363	CT-110-15	27/32	1/64	1/16+	3/32	—	800	2000
	Carb. #6364	CT-110-15	27/32	1/64	1/16+	3/32	matic Automatic	800	1900
	198 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
	- M.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	800	2000
	225 Eng. - A.T. - All Exc. R6483-1	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	1900
	- M.T. - All Exc. R6483-1	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	750	2000
	225 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000
	- M.T. - Cal.	CT-110-15	27/32	1/64	1/16+	3/32	Automatic	700	2000
71-70	198 Eng. - A.T. - Cal.	CT-110-15	27/32	1/64	+	13/64	—	800	1600
71-70	198, 225 Eng.	CT-110-15	27/32	1/64	+	—	—	—	—
70-66	225 Eng.	CT-110-15	27/32	—	—	—	—	—	—
69	170, 225 Eng.	CT-109-85	27/32 <sup>15</sup>	—	—	—	—	650 <sup>16</sup>	—
69-68	170, 225 Eng.	CT-110-15	27/32	3/32	+	3/32	—	—	—
69-66	170, 225 Eng.	CT-110-15	37/32	1/16	—	—	2 Rich	650	1550
68	170, 225 Eng.	CT-110-15	27/32	3/32	#52	#39	2 Rich	650	1700
68-66	170, 225 Eng.	CT-110-15	27/32	3/32	1/16	#52	2 Rich	700 <sup>20</sup>	—
67-66	170 Eng. - M.T.	CT-110-15	27/32	1/16	—	—	2 Rich	650	1550
67-65	170, 225 Eng.	CT-110-15	27/32	1/16	—	—	2 Rich	550	700

## I.H.C. TRUCK - SPECIFICATION I.D.-E

78-77	196 Eng. - Ind.	CT-109-5	27/32	—	+	—	—	—	—
71-70	196 Eng. - M.T.	CT-109-5	27/32	—	+	—	—	—	—
	232 Eng. - M.T.	CT-109-5	27/32	—	+	—	Manual	500	—
70	196 Eng. Export - 4 Cyl.	CT-109-5	27/32	—	+	—	Manual	500	—
	196 Eng. - A.T. - Cyl.	CT-109-5	27/32	—	+	—	Manual	500	—
	232 Eng. - M.T. - 6 Cyl.	CT-109-5	27/32	—	+	—	Manual	500	—

## I.H.C. TRUCK - SPECIFICATION I.D.-H

73-73½	258 Eng. - All - Cal.	CT-109-5	11/16	—	+	11/64	1 Rich	675-	—
71	258 Eng. - M.T.	CT-109-5	27/32	—	+	—	Manual	735	2000
70	258 Eng. - M.T.	CT-109-5	27/32	—	+	—	Manual	5500	—
69-68	196 Eng. - A.T. - 4 Cyl.	CT-109-5	27/32	—	+	—	Manual	700	—
								500	—

### FOOTNOTES:

- Automatic - Thermostatically controlled with fixed setting.
- ✓ With idle conditions properly set and actuating tab on throttle lever just touching (not depressing) dashpot stem. Tachometer must read 2500 R.P.M.
- + Number two position.
- ++ Number one position.
- 1 Carb. 2765, set 3/16; 2766, set 11/64; 2767, 69, set 13/64.
- 2 Carb. 2885 set 3/16; 2886 set 11/64; 2887, 2889 set 13/64.
- 3 3054A, 3150A, set 3/32"; 3058A, 60A, 3152A set #46.
- 4 3272A, 1A, 3276A, 1A, 3280A, 1A set #38.
- 5 3274A, 1A, 3278A, 1A, 3282A, 1A set #52.
- 6 3274A, 1A, 3278A, 1A, 3282A, 1A set #38.
- 7 3672A, 3674A set #52.

- 8 3672A, 3674A set #38.
- 9 3919, 21 set #41.
- 10 3919, 21 set #30.
- 11 R4162, 64 set #50.
- 12 R4162, 64 set 650 R.P.M.
- 13 R4162, 64 set 1800 R.P.M.
- 14 Screw on highest step of cam.
- 15 Dry Float Setting 13/64".
- 16 Carb. 4192 w/M.T. set 750 R.P.M. Carb. 4193 w/A.T. set 750 R.P.M.
- 17 Carb. 4352, 54 set #50.
- 18 Carb. 4352, 54 set 650 R.P.M.
- 19 Carb. 4352, 54 set 1800 R.P.M.
- 20 Screw on lowest step of cam
- 21 M.T. 198, 225 Eng. set 2000 R.P.M.
- 22 Dry fuel setting 17/64
- 23 Exc. Carb. No. R4867, 4868
- 24 Exc. Carb. No. R4351-4356; 4361-4363; 4656-4859; 6200, -1, -2
- 25 Exc. Carb. No. R6153, 6154, -1, 6155, 6156; 6383-6386, 7585, 7586
- 26 Exc. Carb. No. R7585, 7586

- Alt. Altitude
- A.T. Automatic Transmission
- Cal. California
- Can. Canada
- C.A.P. Clean Air Package
- Eng. Engine
- Fed. Federal
- M.T. Manual Transmission
- # Indicates drill size.
- Ind. Industrial