1975-79 TUNE-UP PROCEDURES
Pontiac V8

ENGINE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

Fifth character of Vehicle Identification Number (VIN), located on plate attached to top left side of instrument panel, is the engine code letter.

VIN CODE

Application	Code
1975-76	
260" 2-Bbl.	F
350" 2-Bbl.	H & M
350" 4-Bbl.	E & J
400" 2-Bbl.	R
400" 4-Bbl.	S
455" 4-Bbl.	W
1977-79	
301" 2-Bbl.	Y
301" 4-Bbl.	W
305" 2-Bbl.	G
305" 2-Bbl.	U
305" 4-Bbl.	H
350" 4-Bbl. (L76)	P
350" 4-Bbl. (L77)	X
350" 4-Bbl. (L34)	R
350" 4-Bbl. (LM1)	L
400" 4-Bbl.	Z
403" 4-Bbl.	K

ENGINE IDENTIFICATION CODE

Engine code is part of Engine Identification Number located on tape attached to oil filler pipe on 260", 350" (VIN R) and 403" or a machined pad on front of cylinder block below right cylinder head on all other engines.

TUNE-UP NOTES

NOTE: In order to comply with emission standards, specifications shown on Emission Control Tune-Up Decal must be used in all instances.

NOTE: The EPA High Altitude emission standards apply to vehicles sold in certain areas outside California which have an elevation above 4000 feet.

CAUTION: Damage to High Energy Ignition (HEI) electronic module and/or ignition coil may result if "TACH" terminal, in distributor cap connector, is directly grounded.

CAUTION: Do not remove spark plug wires with engine running. HEI secondary voltage is higher than standard ignition systems and may inflict harmful electrical shock.

ENGINE COMPRESSION

Before making a compression test or cranking engine with a remote starting switch, disconnect ignition switch connector (Pink wire) from HEI system distributor. Test compression with engine warm, all spark plugs removed and throttle and choke valves wide open. Crank engine through at least 4 compression strokes.

ENGINE COMPRESSION

Application	Specification
Compression Ratio	
260"	8.0-1
301"	8.2-1
305"	8.4-1
350" (VIN E, H, J & M)	7.6-1
350" (VIN L)	8.2-1
350" (VIN P)	7.6-1
350" (VIN R)	8.3-1
350" (VIN X)	8.0-1
400" (VIN Z)	
Standard	7.7-1
High Performance (1977-79 Only)	8.1-1
403" (VIN K)	
1975-77	7.6-1
1977	8.5-1
1978	7.9-1
1979	8.3-1
Recommended Fuel	Unleaded (87 AKI Minimum)
Compression Pressure (All)	120-160 psi
Max. Variation Between Cylinders	30%

VALVE CLEARANCE

Hydraulic Lifters ..... Zero Lash

VALVE ARRANGEMENT

350" (VIN R) & 403"

I-E-I-E-E-I-E-I (Front-to-rear - both banks)

All Others

E-I-I-E-E-I-I-E (Front to rear both banks)

SPARK PLUGS

SPARK PLUG INSTALLATION

Application	Gap	Torque
260"	.080"	25 ft. lbs.
301"	.060"	15 ft. lbs.
305" (VIN G)	.045"	25 ft. lbs.
305" (VIN H & U)	.045"	15 ft. lbs.
350" (VIN R & X)		
1977	.060"	25 ft. lbs.
1978-79	.045"	25 ft. lbs.
350" (VIN L)	.045"	25 ft. lbs.
350" (All Others)	.060"	15 ft. lbs.
400"	.060"	15 ft. lbs.
403"	.060"	25 ft. lbs.
455"	.060"	15 ft. lbs.

SPARK PLUG TYPE

Application	AC No.
260" (VIN F)	R46SX
301" (VIN Y)	R46TSX
301" (VIN W)	R45TSX
305" & 350" (VIN L)	R45TS
350" (VIN E, J, H & M)	
Ventura	R45TSX
LeMans & Firebird	R46TSX
350" (VIN R)	R46SZ
350" (VIN X)	R46TSX
350" (VIN P) & 400" (VIN S & Z)	R45TSX
400" (VIN R)	R46TSX
403" (VIN K)	R46SZ
455" (VIN W)	R45TSX

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

HIGH TENSION WIRE RESISTANCE

Carefully remove ends of wire from spark plug and distributor. Using an ohmmeter, check resistance while gently twisting wire. If resistance is not to specification, or fluctuates from infinity to any value, replace wire.

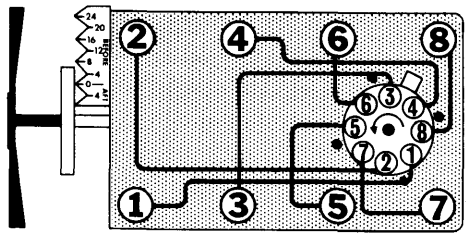
RESISTANCE (OHMS) PER WIRE

Wire Length	Resistance (Ohms)
1975-76	3000-7000
1977-79	
Under 24"	30,000 Max.
Over 24"	50,000 Max.

DISTRIBUTOR

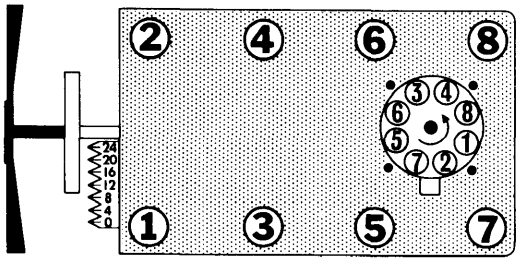
All models are equipped with High Energy Ignition systems and no adjustments are required.

NOTE: For a no start condition, check connection of Pink wire at distributor cap.



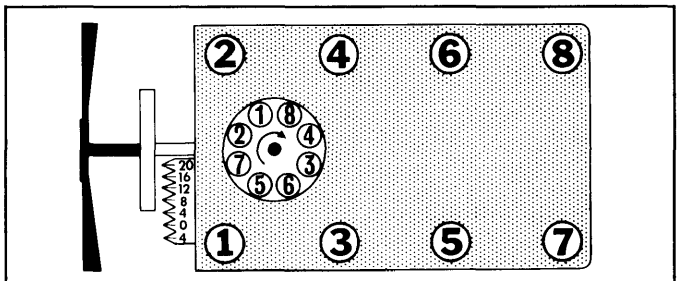
FIRING ORDER 1-8-4-3-6-5-7-2

Fig. 1: 1975-76 260", 301", 350" (VIN E, J, H & R), 400" & 455" Firing Order & Timing Marks



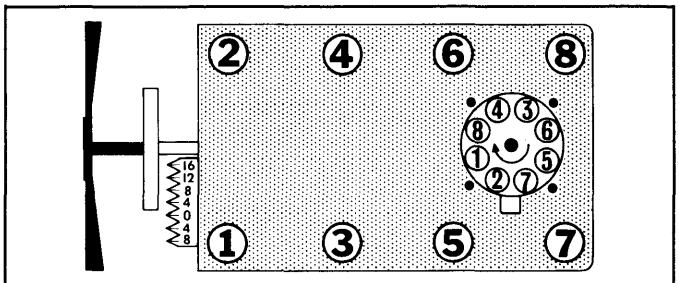
FIRING ORDER 1-8-4-3-6-5-7-2

Fig. 2: 1977-79 301", 350" (VIN P & R), 400" & 403" Firing Order & Timing Marks



FIRING ORDER 1-8-4-3-6-5-7-2

Fig. 3: 1975-79 350" (VIN M & X) Firing Order & Timing Marks



FIRING ORDER 1-8-4-3-6-5-7-2

Fig. 4: 1977-79 305" & 350" (VIN L) Firing Order & Timing Marks

IGNITION TIMING

NOTE: Some engines may incorporate a magnetic timing probe hole. This is for use with special electronic timing equipment. Refer to equipment manufacturer's instructions for correct procedures.

Set parking brake and block drive wheels. Timing is checked and adjusted with engine at normal operating temperature, choke open and A/C "OFF". Place transmission in Park or Neutral. Proceed as follows:

1975-77 All Engines - Leave distributor vacuum connected on 1976 260", 350" 4-Bbl., 400" and 455" with auto. trans. On all others, disconnect and plug vacuum advance hose at distributor. Place automatic transmission in Drive. With engine at idling RPM, adjust timing to specifications.

1978-79 301" 2-Bbl. - Disconnect A/C clutch compressor wire. Disconnect and plug vacuum advance hose at distributor. Adjust timing to specifications.

1978-79 All Others - Disconnect and plug vacuum hose at EGR valve. Disconnect and plug purge hose at vapor canister. Disconnect and plug vacuum advance hose at distributor. Adjust timing to specifications.

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

IGNITION TIMING SPECIFICATIONS [1]

Application	Man. Trans.	Auto. Trans.
1975		
260"		
Federal	16°BTDC	18°BTDC
Calif.		16°BTDC
350" & 400"		
Federal (Exc. Ventura)	12°BTDC	16°BTDC
Federal Ventura	12°BTDC	12°BTDC
Calif.		12°BTDC
455"		
Federal		16°BTDC
Calif.		10°BTDC
1976		
260"		
Federal	16°BTDC	18°BTDC
Calif.		14°BTDC
350" & 400"		
Federal (Exc. Ventura)	12°BTDC	16°BTDC
Federal Ventura	12°BTDC	12°BTDC
Calif.		12°BTDC
455"		
Federal	12°BTDC	16°BTDC
Calif.		12°BTDC
1977		
301"	16°@750	12°@550
305"		
Federal		8°@500
Calif.		4°@500
350" (VIN L)		
Calif.		8°@500
High Alt.		8°@600
350" (VIN R)		20°@1100
350" (VIN P)		16°@575
400"	18°@775	16@600
403"		
Federal		22°@1100
Calif. & High Alt.		20°@1100
1978		
301" (VIN Y)		12°@750
301" (VIN W)		12°@550
305"		
Federal.	4°@600	4°@500
Calif.		4°@500
High Alt.		8°@600
350" (VIN L)	6°@700	8°@600
350" (VIN R)		20°@1100
350" (VIN X)		15°@600
400"		
Firebird		18°@700
All Others		16°@575
403"		20°@1100
1979		
301" (VIN Y)		12°@650
301" (VIN W)	14°@750	12°@650
305" (VIN G)	4°@600	[2] 4°@500
305" (VIN H)		[3] 4°@500
350" (VIN L)		8°@500
350" (VIN R)		[4] 20°@1100
350" (VIN X)		15°@550
400" (VIN Z)	18°@775	
403" (VIN K)		[5] 20°@1100

[1] - Timing on 1975-76 models is set at Idle RPM; timing on 1977-79 models is set at BTDC.
[2] - 2°@600 RPM on Calif. Sunbird models.
[3] - 4°@600 RPM on High Altitude LeMans and Grand Prix Auto. Trans. models.
[4] - 6°@500 RPM on Calif. Grand Prix models and 8°@600 RPM for High Altitude Grand Prix models.
[5] - 18°@1100 RPM on Federal Firebird models.

HOT (SLOW) IDLE RPM

Idle speed adjustment procedures will vary with vehicle model and component application. Refer to Emission Control Tune-Up Decal for adjustment preparations, then proceed as follows:

1975-76 - 1) Warm engine to normal operating temperature. Disconnect and plug vapor canister and EGR vacuum hoses. Disconnect and plug distributor vacuum advance hose on 1976 350" Ventura, and 400" and 455" (man. trans. only) engines. Leave distributor vacuum hose attached on all other engines.
2) Set parking brake. Ensure choke is wide open. Back dashpot off of throttle lever (if equipped). Set ignition timing. Place auto. trans. in Drive and man. trans. in Neutral.

NOTE: The following step 3) does not apply to Ventura models with 350" V8 engines.

3) On A/C equipped models with V8 engine and idle speed solenoid, turn on A/C switch. Allow solenoid to extend. Turn solenoid plunger until idle speed matches solenoid energized specification.
4) Disconnect wire and turn hex screw to adjust curb idle speed. Reconnect wire. On all others, set to curb idle speed indicated in IDLE SPEED (RPM) table.

1977-79 Vehicles W/O Air Cond. & Idle Speed Solenoid - Place idle speed screw on low step of fast idle cam. Adjust idle speed screw to obtain specified curb idle RPM.

1977-79 Vehicles W/O Air Cond.; W/Idle Speed Solenoid - 1) With solenoid energized, open throttle slightly to allow solenoid plunger to fully extend. Adjust solenoid screw to obtain specified solenoid energized RPM.
2) Disconnect electrical connection at solenoid. With solenoid de-energized, adjust idle speed screw to obtain specified curb idle RPM.

1977-79 Vehicles W/Air Cond. - 1) Adjust idle speed screw to obtain specified curb idle RPM. Disconnect A/C compressor clutch electrical lead at compressor.
2) Turn A/C "ON" to energize idle speed solenoid. Place automatic transmission in Drive. Open throttle slightly to allow solenoid plunger to fully extend.
3) Adjust idle speed solenoid screw to obtain specified solenoid energized RPM. Reconnect A/C compressor clutch electrical lead.

IDLE MIXTURE

TACHOMETER (LEAN DROP) PROCEDURE

1975-77 Only - 1) Warm engine to operating temperature. Set idle speed. Connect accurate tachometer. All accessories must be OFF and air cleaner installed.
2) Remove limiter caps. Lightly seat mixture screws. Turn out equally until engine will run. Set parking brake. Place automatic transmission in Drive or manual transmission in Neutral.
3) Back out each mixture screw equally until maximum RPM is obtained. Set high idle speed to indicated RPM in IDLE MIXTURE (RPM) table.
4) Turn mixture screws equally clockwise to obtain lean drop RPM. Install replacement limiter caps. Reset idle speed as noted on Emission Control Tune-Up Decal.

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

1975-77 IDLE SPEED (RPM)

Application	Curb Idle	Solenoid Energized
1975		
260"		
Federal		
Auto. Trans.	550	675
Man. Trans.	750	.....
Calif.	600	675
350" 2-Bbl.	425	600
350" 4-Bbl.		
Federal		
Man. Trans.	.....	775
Auto. Trans.	650	675
Calif.	625	675
400" 2-Bbl.	650	675
400" 4-Bbl.		
Federal		
Auto. Trans.	650	675
Man. Trans.	.....	775
Calif.	600	675
455"		
Federal	650	675
Calif.	675	675
1976		
260"		
Federal		
Auto. Trans.	550	675
Man. Trans.	.....	750
Calif.	600	675
350" 2-Bbl.		
Ventura	.....	600
All Others	550	675
350" 4-Bbl.	600	675
400" 2-Bbl.	550	675
400" 4-Bbl.		
Federal		
Auto. Trans.	575	675
Man. Trans.	.....	775
Calif.	575	675
455"		
Federal		
Auto. Trans.	550	675
Man. Trans.	.....	775
Calif.	600	675
1977		
301"		
Auto. Trans.	550	650
Man. Trans.	750	850
305"	500	650
350" (VIN L)		
Calif.	500	650
High Alt.	600	650
350" (VIN R)		
Federal & Calif.	550	650
High Alt.	600	700
350" (VIN P)	575	650
400"		
Standard	575	650
High Perf.		
Auto. Trans.	600	700
Man. Trans.	600	775
403"		
Federal & Calif.	550	650
High Alt.	650	700

1978-79 IDLE SPEED (RPM)

Application	Curb Idle	Solenoid Energized
1978		
301"	550	650
305"		
Federal		
Auto. Trans.	500	600
Man. Trans.	600	700
Calif.	500	600
High Alt.	600	700
350" (VIN L)		
Federal	700	.....
Calif.	500	600
High Alt.	600	650
350" (VIN R)	550	650
350" (VIN X)	550	.....
400"		
Standard	575	600
High Perf.	600	700
403"		
Calif.	550	650
High Alt.	600	700
1979		
301"		
Auto. Trans.	500	650
Man. Trans.	700	800
305" (VIN G)		
Auto. Trans.	[1] 500	[2] 600
Man. Trans.	600	700
305" (VIN H)		
Auto. Trans.	500	600
350" (VIN L)		
Auto. Trans.	500	600
350" (VIN R & X)		
Auto. Trans.	[3] 550	[4] 600
400" (VIN Z)		
Man. Trans.	775	.....
403" (VIN K)		
Auto. Trans.	[5] 500	[6] 600

[1] – 600 RPM on Calif. and High Altitude Firebird models.
[2] – 650 RPM on Calif. Firebird, Phoenix and Sunbird models.
[3] – 600 RPM on High Altitude models.
[4] – 650 RPM on High Altitude models.
[5] – 550 RPM on Firebird models.
[6] – 650 RPM on Firebird models.

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

IDLE MIXTURE (RPM)

Application	Before Lean Drop RPM	After Lean Drop RPM
1975		
260"		
Federal		
Man. Trans.	1076	750
Auto. Trans.	610	550
Calif.	700	600
350" 2-Bbl.	690	600
350" 4-Bbl.		
Federal		
Auto. Trans.	680	650
Man. Trans.	925	775
Calif.	675	625
400" 2-Bbl.	730	650
400" 4-Bbl.		
Man. Trans.	885	775
Auto. Trans.		
Federal	680	650
Calif.	660	600
455"		
Federal	720	650
Calif.	745	675
1976		
260"		
Federal		
Man. Trans.	1076	750
Auto. Trans.	610	550
Calif.	700	600
350" 2-Bbl.		
Ventura	680	600
All Others	640	550
350" 4-Bbl.		
Ventura	680	600
Exc. Ventura	675	600
All Others		
Man. Trans.	925	575
Auto. Trans.		
Federal	640	550
Calif.	640	600
1977		
301"		
Man. Trans.	870	750
Auto. Trans.	590	550
305"	530	500
350" (VIN P)	600	575
350" (VIN L)		
Federal & Calif.	580	550
High Alt.	625	600
350" (VIN R) & 403"		
Federal	580	550
Calif.	575	550
High Alt.	625	600
400"		
Man. Trans.	970	775
Auto. Trans.		
Exc. Trans Am	615	575
Trans Am	640	600

PROPANE ENRICHMENT PROCEDURE

NOTE: All 1979 carburetors have the idle mixture screws sealed with a metal plug. This plug must be removed before any adjustments can be made.

To remove the mixture adjustment plug, proceed as follows:

- Remove carburetor, then turn upsidedown and place on a holding fixture.
- Place a punch between two locator marks on throttle body beneath mixture screw plug (manifold side) and break out throttle body to gain access to plug.
- Use punch to drive out plug. If hardened plug shatters, remove loose pieces.
- Reinstall carburetor on engine. Use a thin wall 3/16" deep socket to make mixture adjustments.

1978-79 Vehicles - 1) Mixture is checked or adjusted with engine at normal operating temperature, choke open and air conditioning "OFF" (if equipped).
2) Disconnect and plug hoses as directed on the Emission Control Tune-Up Decal. Set parking brake and block drive wheels.
3) Connect a tachometer to engine. Disconnect vacuum advance and set ignition timing as previously outlined. Reconnect vacuum advance hose.
4) Disconnect PCV ventilation hose from air cleaner. Insert hose from propane valve (using a rubber stopper) into PCV ventilation hose.

NOTE: Propane bottle must remain in a vertical position.

5) Slowly open propane control valve until maximum engine RPM is reached. Automatic transmission models should be in Drive and manual transmission in Neutral.

NOTE: Propane bottle must remain in a vertical position.

NOTE: Too much propane will cause engine speed to drop.

6) Watch propane flow meter to make sure propane bottle is full. With propane flowing, adjust idle speed screw to the enriched RPM. See PROPANE ENRICHED IDLE MIXTURE RPM table.
7) Readjust propane flow to make sure of maximum engine speed. Adjust idle speed RPM if necessary. Turn off propane.
8) Place transmission in Neutral and run engine at 2000 RPM for 30 seconds. Place automatic transmission in Drive and manual transmission in Neutral.
9) Check idle speed. If idle speed is to specification on Emission Control Tune-Up Decal, idle mixture is correct. Proceed to step **14)**.
10) If idle speed is too low, carefully remove caps from mixture screws. Back screws out ⅛ turn at a time until specified idle speed is obtained.
11) If idle speed is too high, carefully remove caps from mixture screws. Turn screws in ⅛ turn at a time until specified idle speed is obtained.

NOTE: It may be necessary to remove air cleaner to reach idle mixture screws. Reinstall air cleaner to check speed.

12) Turn propane on again and check maximum engine idle speed. If idle speed differs from specifications, readjust idle speed to enriched RPM with propane flowing.
13) Turn off propane and accelerate engine to 2000 RPM for 30 seconds. Recheck idle speed. If idle speed is not to specification, repeat procedure starting with step **10)**.
14) If engine is idling rough at this point, turn mixture screws in until they are lightly seated. Now back out equally to the average previous position. Repeat propane enrichment procedure beginning with step **5)**.
15) If idle speed is correct, turn engine off and remove propane equipment. Connect PCV ventilation hose and all other hoses disconnected.

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

PROPANE ENRICHED IDLE MIXTURE RPM

Application	Enriched RPM
1978	
301" 2-Bbl.	580
301" 4-Bbl.	590
305" 2-Bbl.	
Federal	
Auto. Trans.	530
Man. Trans.	720
Calif.	530
High Alt.	630
350" 4-Bbl. (VIN L)	
Federal	
Man. Trans.	700
Auto. Trans.	550
Calif.	550
High Alt.	650
350" 4-Bbl. (VIN R)	
Calif.	575
High Alt.	635
350" 4-Bbl. (VIN X)	590
400" 4-Bbl.	
Auto. Trans. (All Except Firebird)	615
Auto. Trans. (Firebird)	640
Man. Trans.	450
403" 4-Bbl.	
Calif.	575
High Alt.	590
1979	
301" 2-Bbl.	530
301" 4-Bbl.	
Federal	
Auto. Trans.	540
Man. Trans.	810
305" 2-Bbl.	
Federal	
Auto. Trans.	530
Man. Trans.	730
Calif.	650
305" 4-Bbl.	
Calif.	540
High Alt.	650
350" 4-Bbl. (VIN L)	
Calif.	540
High Alt.	650
350" 4-Bbl. (VIN X)	590
400" 4-Bbl.	800
403" 4-Bbl.	
Federal	635
Calif.	575
High Alt.	590

COLD (FAST) IDLE RPM

305" 2-Bbl. - No fast idle adjustment is necessary. When hot (slow) idle speed is properly adjusted, fast idle speed will be correct.

All Others - With transmission in Neutral, place cam follower on specified step of fast idle cam. Disconnect and plug vacuum hose to EGR valve. Adjust fast idle speed screw to obtain specified RPM.

NOTE: Refer to Emission Control Tune-Up Decal for specified step of fast idle cam.

FAST IDLE (RPM)

Application	RPM
260"	900
301" 2-Bbl.	
1977	1700
1978	2200
1979	2000
301" 4-Bbl.	
1978 (All)	2300
1979	
Man. Trans.	2000
Auto. Trans.	2200
305" 2-Bbl. [1]	
Federal	
Man. Trans. (1978 Only)	1600
Man. Trans. (1979 Only)	1300
Auto. Trans.	1600
Calif.	1950
305" 4-Bbl. [1]	1600
350" 2-Bbl.	1700
350" 4-Bbl. (VIN L)	1600
350" 4-Bbl. (VIN X)	1550
350" 4-Bbl. (VIN E, J, H, M)	1800
350" (VIN R) & 403" 4-Bbl.	
Federal	900
Calif.	1000
400" 2 & 4-Bbl.	1800
455"	1800

[1] - Preset, no adjustment possible.

AUTOMATIC CHOKE

Place fast idle cam follower on highest step of cam, loosen choke coil spring housing cover screws and rotate cover against spring tension until choke valve just closes and index marks on cover and housing are aligned as specified.

CHOKE SETTING SPECIFICATIONS

Application	Setting
301" (VIN Y)	2NR
301" (VIN W)	
1978	
Man. Trans.	1NR
Auto. Trans.	2NR
1979	
Federal & High Alt.	Index
Calif.	1/2NL
305" (1977)	Index
305" (1978-79)	1NL
350"	
1975-76	
(VIN H & M)	1NR
(VIN E & J)	[1] Index
1977	
(VIN P)	1NR
(VIN L)	2NL
(VIN R)	2NL
1978	
Federal	
Auto. Trans.	1NR
Man., Trans.	3NL
Calif. & High Alt.	2NR
1979	[2] 1NL
400"	Index
403"	2NR

[1] - 1NR on 1975 Carb. No. 7045246 or 7045546.
[2] - 1NR on Bonneville and Catalina models.

1975-79 TUNE-UP PROCEDURES
Pontiac V8 (Cont.)

DASHPOT ADJUSTMENT

1976 Only - With engine at normal idle speed, depress dashpot fully. Adjust dashpot (if equipped), so there is .040" clearance between plunger tip and throttle lever.

FUEL PUMP

Make all tests at idle RPM. For pressure test, pinch off fuel return line (if equipped). Connect pressure gauge to fuel line at carburetor using a 8-10" piece of hose and hold pressure gauge at carburetor level.

FUEL PUMP SPECIFICATIONS

Application	Specification
1975	3.0-6.5 psi
1976	7.0-8.5 psi
1977	
305" & 350" (VIN L)	7.5-8.5 psi
350" (VIN R) & 403"	5.5-6.5 psi
All Others	7.0-8.5 psi
1978-79	
301"	7.0-8.5 psi
305"	7.5-9 psi
350" (VIN L)	7.5-9 psi
350" (VIN R)	5.5-6.5 psi
350" (VIN X)	[1] 4.9-6.5 psi
400" (VIN Z)	7.0-8.5 psi
403" (VIN K)	5.5-6.5 psi

[1] - 5.9-7.5 psi if equipped with A/C.

IGNITION

DISTRIBUTOR

All models are equipped with Delco-Remy - High Energy Ignition.

NOTE: Module must be replaced as a unit. A liberal coat of silicone grease MUST be applied to the surface on which module will be mounted.

Other Data & Specifications - Also see Delco Ignition Systems in DISTRIBUTORS & IGNITION SYSTEMS section.

IGNITION COIL

IGNITION COIL

Application	Specification
Resistance	
Primary (at 75°F)	0-1.0 ohms
Secondary (at 75°F)	6000-30,000 ohms
Current Draw (Engine Running)	
1975-76	.5-1.5 amps
1977-79	4.5-5.0 amps
Coil Output	
At all engine speeds	25-35 KV

CARBURETION

CARBURETORS

Application	Model
260" 2-Bbl.	Rochester 2MC
301"	
2-Bbl.	Rochester M2MC
4-Bbl.	Rochester M4MC
305", 350" & 400"	
2-Bbl.	
1977-78	Rochester M2MC
1979	Rochester M2MC
4-Bbl.	
Catalina & Bonneville	M4ME
All Others	Rochester M4MC

Other Data & Specifications - Also see Rochester Carburetors in FUEL SYSTEMS section.