



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

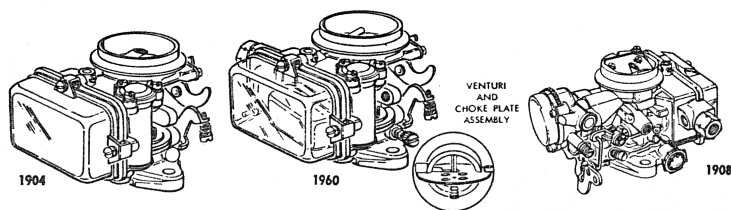
- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET

HOLLEY CARBURETOR - MODELS 1904, 1960, 1908



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: IF NECESSARY TO REMOVE CHOKE HOUSING, CHOKE SHAFT SEAL (6) AND CHOKE HOUSING GASKET (7) SHOULD BE REPLACED. TO REMOVE SLEEVE (40) FROM STEM OF DIAPHRAGM (38), COMPRESS SLEEVE (40) AND SPRING (41) SO BALL (39) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW(3)-STATCOVER RETAINER	32. PLUG-PUMP INLET BALL
2. RETAINER(3)-STAT COVER	33. BALL-PUMP INLET
3. STAT COVER & SPRING ASSY.	34. PLUG-PUMP DISCH. BALL
4. GASKET-STAT COVER	35. WEIGHT-PUMP DISCH. BALL
5. PLATE-CHOKE BAFFLE	36. BALL-PUMP DISCHARGE
6. SEAL-CHOKE SHAFT	37. SPRING-PUMP RETURN
7. GASKET-CHOKE HOUSING	38. PUMP DIAPH. & GASKET ASSY.
8. SCREW(4)-FUEL BOWL CLAMP	39. BALL-PUMP SLEEVE RETAINER
9. CLAMP(4)-FUEL BOWL	40. SLEEVE-PUMP PUSH ROD
10. RING-FUEL BOWL CLAMP	41. SPRING-PUMP OPERATING
11. GASKET-FUEL BOWL CLAMP RING	42. NOZZLE TUBE(MODEL 1960)
12. BOWL-FLOAT	43. O-RING - NOZZLE TUBE (MODEL 1960)
13. GASKET-FLOAT BOWL	44. SCREW-PUMP DISCH. NOZZLE
14. FUEL INLET FITTING, PLUG OR NEEDLE SEAT	45. NOZZLE-PUMP DISCHARGE
15. GASKET-PLUG OR NEEDLE SEAT	46. GASKET-PUMP DISCH. NOZZLE
16. SCREW-FUEL INLET SEAT	47. SCREW-DASHPOT LEVER
17. GASKET-FUEL INLET SEAT SCREW	48. LEVER-DASHPOT
18. GASKET-FUEL INLET SEAT	49. DASHPOT ASSY.
19. PIN-FLOAT HINGE	50. LOCKWASHER-DASHPOT ASSY.
20. FLOAT & LEVER ASSY.	51. FITTING-DIST. LINE
21. NEEDLE & SEAT ASSY. (SOLID NEEDLE SOME MODELS)	52. FITTING-FUEL INLET
22. RETAINER(2)-FLOAT BUMPER SPRING	53. MAIN BODY ASSY.
23. SPRING-FLOAT BUMPER	54. RETAINER-PUMP LINK
24. SCREW(3)-ECONOMIZER COVER	55. LINK-PUMP
25. COVER-ECONOMIZER DIAPHRAGM	56. SCREW(2)-THROTTLE BODY TO MAIN BODY
26. ECONOMIZER DIAPHRAGM ASSY.	57. THROTTLE BODY ASSY.
27. GASKET-ECONOMIZER DIAPH.	58. NEEDLE-IDLE ADJUSTING
28. SCREW(2) LONG-MAIN WELL BODY ASSY.	59. SPRING-IDLE ADJ. NEEDLE
29. SCREW(3) SHORT-MAIN WELL BODY ASSY.	60. VALVE-SPARK
30. MAIN WELL & ECON. BODY ASSY.	61. GASKET-SPARK VALVE
31. JET-MAIN METERING	62. GASKET-BODY FLANGE
	63. RETAINER-DIST. CHECK BALL
	64. BALL-DISTRIBUTOR CHECK
	65. GASKET-FLANGE

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DE-NATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: DO NOT SOAK ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

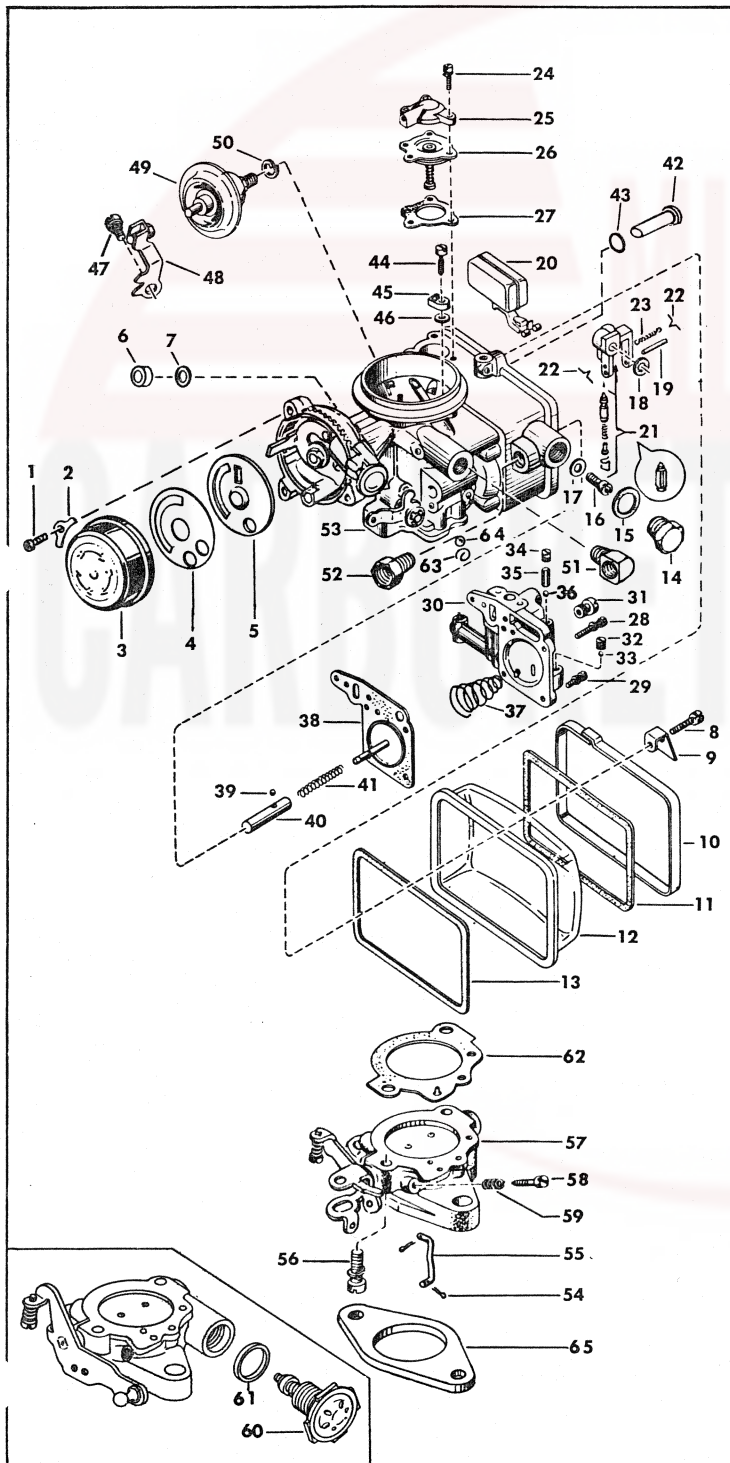
USE FLOAT BUMPER SPRING (23) AND RETAINER CLIPS (22) FROM OLD ASSEMBLY WHERE PREVIOUSLY USED.

SOME CARBURETORS WERE EQUIPPED WITH A SPRING LOADED FUEL INLET NEEDLE AND SOME WITH A SOLID NEEDLE. EITHER TYPE MAY BE USED AS SUPPLIED IN KIT.

SLIDE SPRING (41) AND SLEEVE (40) ON THE STEM OF PUMP DIAPHRAGM ASSEMBLY (38). WITH HOLE IN SLEEVE IN LINE WITH NOTCH ON STEM, DROP BALL (39) INTO HOLE IN SLEEVE AND RELEASE SLOWLY.

TIGHTEN SCREWS (8) PROGRESSIVELY AND EVENLY TO PREVENT STRAIN ON BOWL.

IDLE ADJUSTING NEEDLE (58). TURN NEEDLE IN LIGHTLY UNTIL SEATED. THEN BACK OUT 1 TURN.



ADJUSTMENTS

YEAR	MAKE	FLOAT LEVEL
1959-60	AMERICAN MTRS. 196" ENG.	9/32"
1961-62	AMERICAN MTRS. 196" ENG.	21/64"
1960-61	COMET 6 CYL. 144"-170" ENG.	9/32"
1959-60	EDSEL 6 CYL. 223" ENG.	9/32"
1960-61	FALCON 6 CYL. 144"-170" ENG.	9/32"
1952-64	FORD 6 CYL. 215"-223" ENG.	9/32"
1952-62	FORD TRUCK 6 CYL. 144"-170"-213"-215" ENG.	9/32"
1961-63	FORD TRUCK 6 CYL. 223"-262" ENG.	3/8 "
	GMC TRUCK 6 CYL. 248"-270" ENG.	3/8 "
	GMC TRUCK V6 305A ENG.	13/64"
1953-58	INTERNATIONAL TRUCK 6 CYL.	3/8 "
1961-62	INTERNATIONAL HARVESTER SCOUT 4 CYL.	3/8 "
	MERCURY 223" ENG.	9/32"

DATA TABLE

