



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.

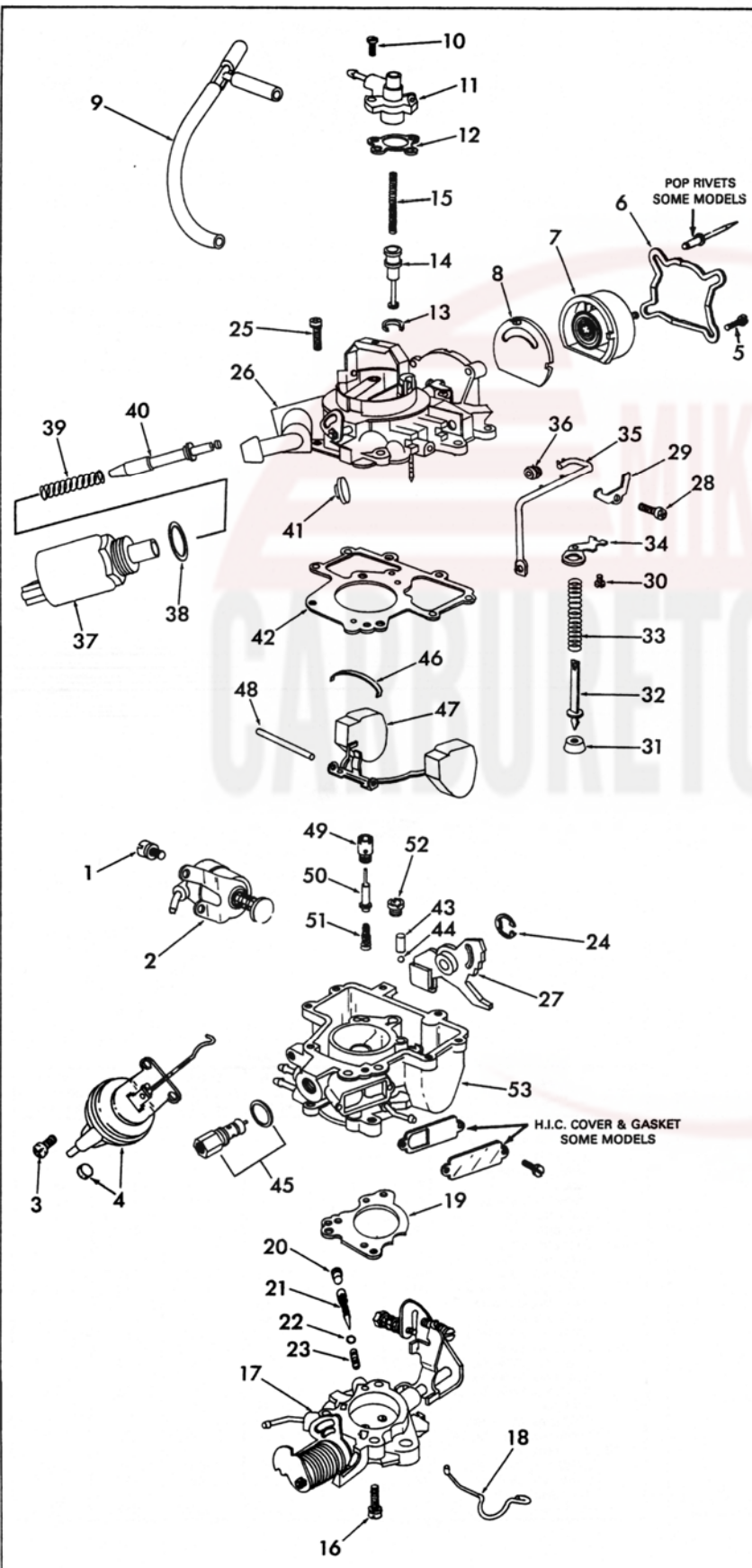
INSTRUCTION SHEET

HOLLEY CARBURETOR- MODEL 1946

50-581-3

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. WHEN POP RIVETS ARE USED ON CHOKE COVER RETAINER, DRILL RIVET HEAD JUST ENOUGH TO COME LOOSE FROM RIVET BODY. USING A SMALL PUNCH, DRIVE REMAINING RIVET OUT OF HOLE. REMOVE STAKING FROM POWER PISTON HOUSING FOR EASY REMOVAL OF POWER PISTON RETAINING WASHER (13). TO REMOVE TAMPER RESISTANT IDLE MIXTURE PLUG (20) AND CHOKE PULLDOWN MOTOR PLUG (4A), CENTER PUNCH AND DRILL A 3/32" DIA. HOLE THROUGH THE HARDENED STEEL PLUG. INSTALL AN EASY-OUT INTO THE HOLE AND REMOVE PLUG. BEFORE REMOVING IDLE MIXTURE NEEDLE USING THE PROPER WRENCH, TURN IDLE ADJUSTING NEEDLE IN COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLE (RECORD FOR REASSEMBLY). TO REMOVE VENT VALVE STEM (40), PULL IT OUT OF THE RUBBER VENT VALVE (41). MAIN WELL TUBE IS NOT REMOVABLE. TAKE EXTREME CARE NOT TO BEND OR DAMAGE TUBE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2)- SOLENOID	26. BOWL COVER ASSY.
2. SOLENOID ASSY.- ANTI DIESEL	27. CAM- FAST IDLE
3. SCREW (2)- CHOKE PULLDOWN ASSY.	28. SCREW- PUMP ROD CLAMP
4. CHOKE PULLDOWN, PLUG & LINK ASSY.	29. CLAMP- PUMP ROD
5. SCREW (4)- CHOKE COVER RETAINER	30. SCREW- SPRING RETAINER PLATE
6. RETAINER- CHOKE COVER	31. CUP- PUMP
7. ELECTRIC CHOKE COIL ASSY.	32. STEM- PUMP
8. CHOKE INDEX SPACER	33. SPRING- PUMP
9. HOSE- POWER VALVE	34. PLATE- PUMP SPRING RETAINER
10. SCREW & LOCKWASHER (2)- VAC. PISTON HOUSING.	35. ROD- PUMP OPERATING
11. HOUSING- POWER PISTON	36. GROMMET- PUMP ROD
12. GASKET- VAC. PISTON HOUSING	37. SOLENOID- BOWL VENT
13. RETAINER- VAC. POWER PISTON	38. GASKET- BOWL VENT SOLENOID
14. PISTON- VAC. POWER	39. SPRING- VENT VALVE STEM
15. SPRING- VAC. POWER PISTON	40. STEM- VENT VALVE
16. SCREW & LOCKWASHER (3)- THROTTLE BODY.	41. VALVE- VENT
17. THROTTLE BODY ASSY.	42. GASKET- BOWL COVER
18. LINK- PUMP OPERATING	43. WEIGHT- PUMP DISC. BALL
19. GASKET- THROTTLE BODY	44. BALL- PUMP DISC.
20. PLUG- IDLE ADJ. NEEDLE	45. NEEDLE, SEAT & GASKET ASSY.
21. NEEDLE- IDLE ADJUSTING	46. RETAINER- FLOAT PIN
22. O-RING- IDLE ADJ. NEEDLE	47. FLOAT ASSY.
23. SPRING- IDLE ADJ. NEEDLE	48. PIN- FLOAT HINGE
24. RETAINER (E-CLIP)- FAST IDLE CAM	49. JET- POWER VALVE
25. SCREW & LOCKWASHER (7)- BOWL COVER	50. STEM- POWER VALVE
	51. SPRING- POWER VALVE
	52. JET- MAIN
	53. BOWL ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN A 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 SOLENOIDS (2)-(37), CHOKE PULLOFF (4), ELECTRIC CHOKE ASSY. (7), FLOAT(47), OR PARTS MADE OF RUBBER IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

VENT VALVE (41) — TO INSTALL, DROP VENT VALVE INTO PLACE, LUBE END OF VENT VALVE STEM (40), CAREFULLY INSERT THE STEM INTO THE HOLE OF THE VALVE AND PUSH STEM UNTIL IT SNAPS INTO THE SEAT OF THE VALVE.

PUMP SPRING (33) — INSTALL WITH SMALL END TOWARDS PUMP CUP.

BOWL COVER SCREWS (25) — TORQUE TO 20—INCH LBS.

IDLE ADJ. NEEDLE (21)- TURN IN UNTIL LIGHTLY SEATED. THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (INSTALL PLUG (20) AFTER COMPLETING ALL RUNNING IDLE ADJUSTMENTS ON CAR.)

THROTTLE BODY SCREWS (16) — TORQUE TO 30—INCH LBS.

VACUUM POWER PISTON RETAINER (13) — LIGHTLY STAKE CASTING AROUND WASHER.

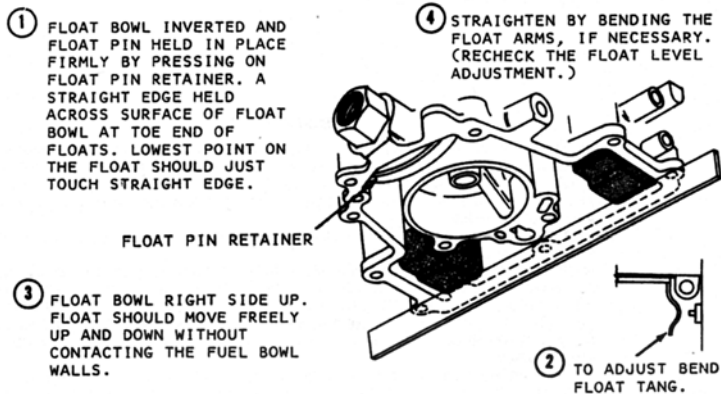
ELECTRIC CHOKE COIL ASSY. (7) - HAS A FIXED SETTING, IS NOT ADJUSTABLE. INSTALL POP RIVETS IN PROPER HOLES, ON UNITS WHERE RIVETS WERE REMOVED.

NOTICE

THE INFORMATION AND SPECIFICATIONS CONTAINED HEREIN ARE BASED ON LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE.

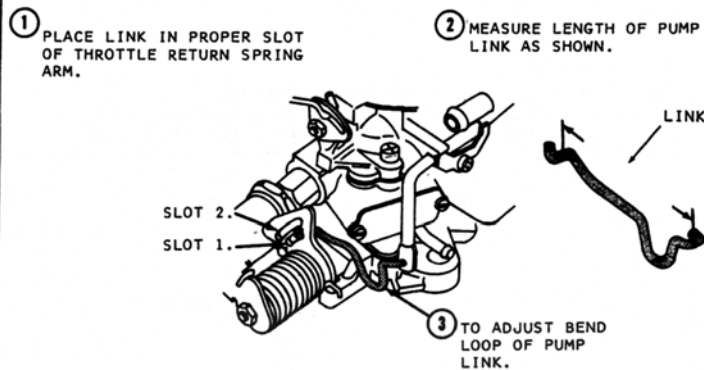
PLEASE REFER TO THE ENGINE DECAL, SERVICE SPECIFICATIONS AND TECHNICAL BULLETINS FOR REVISIONS TO THIS INFORMATION.

ADJUSTMENTS



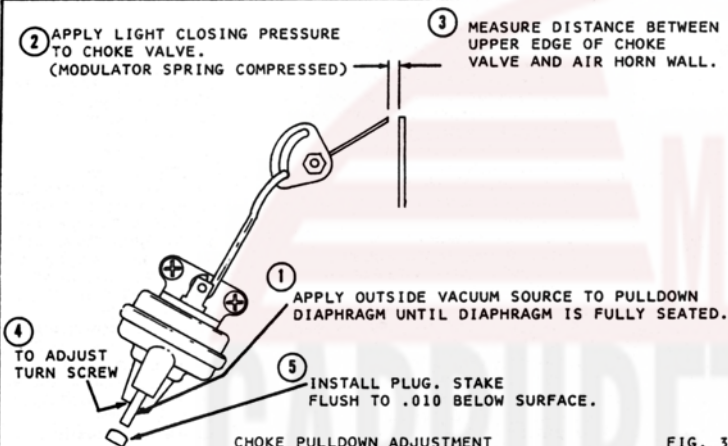
DRY FLOAT LEVEL ADJUSTMENT

FIG. 1



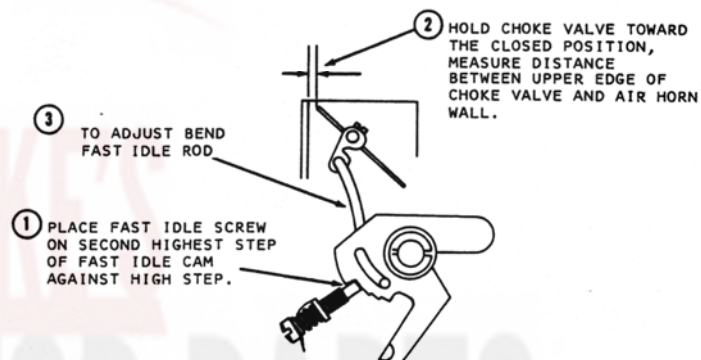
PUMP STROKE ADJUSTMENT

FIG. 2



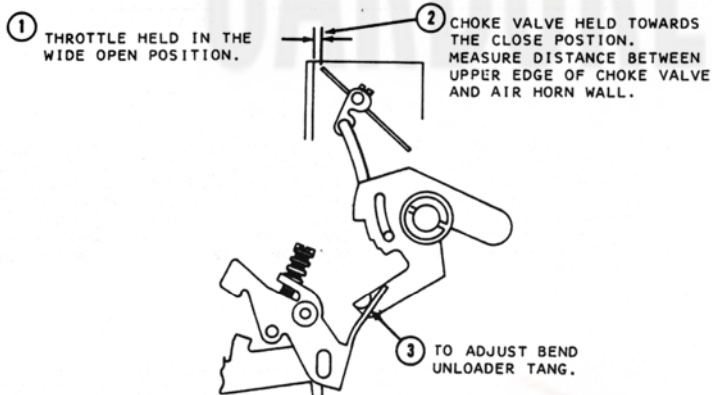
CHOKE PULLDOWN ADJUSTMENT

FIG. 3



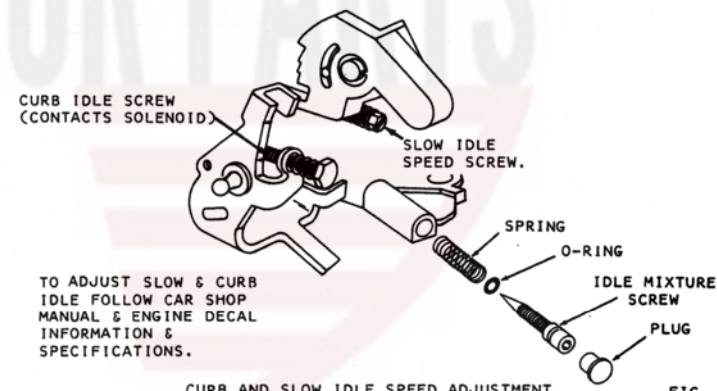
FAST IDLE CAM POSITION ADJUSTMENT

FIG. 4



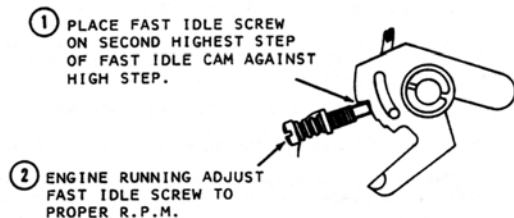
CHOKE UNLOADER ADJUSTMENT

FIG. 5



CURB AND SLOW IDLE SPEED ADJUSTMENT

FIG. 6



(CHECK INFORMATION ON ENGINE DECAL).

FAST IDLE ADJUSTMENT

FIG. 7

ADJUSTMENT DATA TABLE

FORD 200" ENGINE							
YEAR	APPLICATION FORD PRODUCTS	DRY FLOAT LEVEL	PUMP ADJUSTMENT		CHOKE PULLDOWN SETTING	FAST IDLE CAM SETTING	CHOKE UNLOADER SETTING
			SLOT	ROD LENGTH			
1980	200" ENG. CALIF. CARB. NO. E0BE-AAA, ZA	FIG. 1	1	2 25/64"	.115"	.090"	.150"
	200" ENG. 49S CARB. NO. E0BE-AA, CA,	FIG. 1	2	2 25/64"	.100"	.070"	.150"
	AMA, ALA CARB. NO. E0ZE-DA, EA	FIG. 1	2	2 25/64"	.110"	.070"	.150"
	CARB. NO. E0ZE-FA, GA, BAA, BBA	FIG. 1	2	2 25/64"	.120"	.086"	.150"
1981	200" ENG. 50 S CARB. NO. E1BE-AFA, AKA,	FIG. 1	2	2 25/64"	.113"	.082"	.150"
	E1BE-ARA, ASA CARB. NO. E1BE-AGA	FIG. 1	2	2 25/64"	.120"	.086"	.150"
	200" ENG. CANADA CARB. NO. E0BE-AA, CA	FIG. 1	2	2 25/64"	.100"	.070"	.150"
	CARB. NO. E0ZE-BAA, BBA	FIG. 1	2	2 25/64"	.120"	.086"	.150"
1982	200" ENG. 50 S CARB. NO. E2BE-BA, CA	FIG. 1	2	2 25/64"	.110"	.078"	.150"
	200" ENG. CANADA CARB. NO. E2BE-HA, JA	FIG. 1	2	2 25/64"	.110"	.078"	.150"
	E2BE-EA 200" ENG. ALTITUDE	FIG. 1	2	2 25/64"	.120"	.086"	.150"
	CARB. NO. E2BE-SA, TA	FIG. 1	2	2 25/64"	.110"	.078"	.150"
1983	200" ENG. 49S CARB. NO. E3SE-CA, DA	FIG. 1	2	2 9/32"	.105"	.078"	.150"
	CARB. NO. E3DE-CA, DA	FIG. 1	2	2 9/32"	.105"	.078"	.150"
	200" ENG. CALIF. CARB. NO. E3SE-AA, BA	FIG. 1	2	2 25/64"	.105"	.078"	.150"
		FIG. 1	2	2 25/64"	.105"	.078"	.150"