



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.

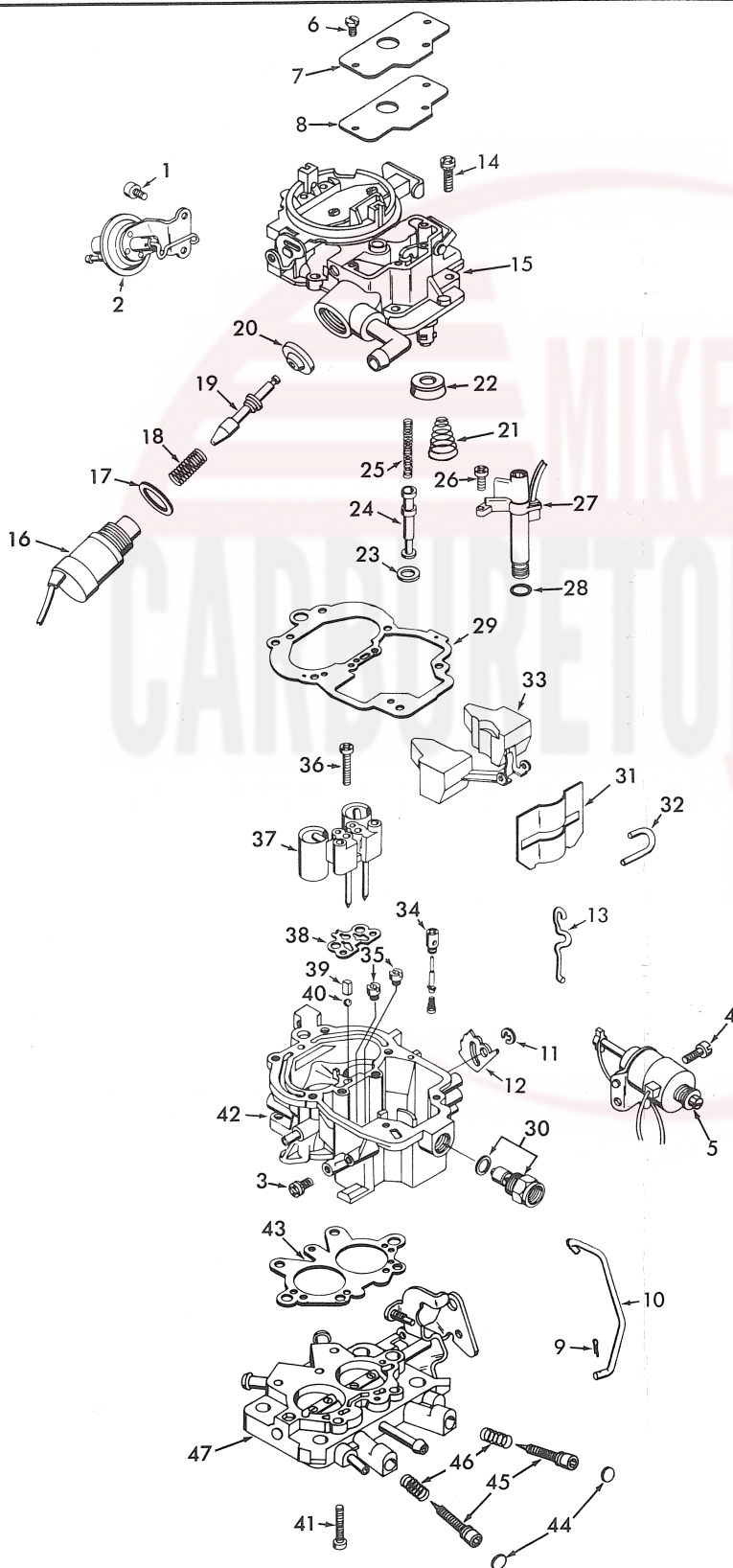
INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 6280

50-703

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. SERVICE HELPS: DISCONNECT THROTTLE CONTROL SOLENOID WIRES AT LOOM CONNECTOR (RECORD COLOR AND POSITION FOR REASSEMBLY). AS BOWL COVER IS REMOVED, PRY RUBBER GROMMET WITH SOLENOID WIRES FROM COVER AND LOOSEN GASKET FROM COVER BEFORE LIFTING COVER OFF. TO REMOVE VACUUM POWER PISTON, REMOVE STAKING FROM PISTON RETAINING WASHER AND SNAP PISTON OUT. TO REMOVE FLOAT BAFFLE, CAREFULLY LIFT OUT BAFFLE, FLOAT AND FLOAT PIN AS AN ASSEMBLY.

TO REMOVE IDLE ADJUSTING NEEDLES. DRILL A 3/16" HOLE 1/4" IN FROM END OF EACH CASTING, AND PRY PLUGS OUT. SAVE FOR REUSE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) CHOKE PULL OFF	25. SPRING - POWER PISTON
2. CHOKE PULL OFF ASSY.	26. SCREW & LOCKWASHER (2) - SOLENOID
3. SCREW - WIRE BRACKET	27. SOLENOID - OXYGEN FEEDBACK
4. SCREW - SOLENOID	28. O-RING - FEEDBACK SOLENOID
5. SOLENOID ASSY. - THROTTLE CONTROL	29. GASKET - BOWL COVER
6. SCREW (3) - COVER PLATE	30. NEEDLE & SEAT ASSY.
7. COVER PLATE - BOWL VENT	31. BAFFLE
8. GASKET - COVER PLATE	32. PIN - FLOAT
9. COTTER PIN - PUMP ROD	33. FLOAT ASSY.
10. ROD - PUMP	34. POWER VALVE ASSY.
11. E CLIP - FAST IDLE CAM	35. JET (2) MAIN
12. CAM - FAST IDLE	36. SCREW (2) VENTURI CLUSTER
13. ROD - FAST IDLE	37. VENTURI CLUSTER ASSY.
14. SCREW & LOCKWASHER (6) - BOWL COVER	38. GASKET - VENTURI CLUSTER
15. BOWL COVER ASSY.	39. WEIGHT - BALL
16. SOLENOID ASSY. - BOWL VENT	40. BALL - PUMP DISCHARGE
17. GASKET - SOLENOID	41. SCREW & LOCKWASHER (4) - THROTTLE BODY
18. SPRING - SOLENOID PLUNGER	42. FLOAT BOWL ASSY.
19. PLUNGER - SOLENOID	43. GASKET - THROTTLE BODY
20. VALVE - BOWL VENT	44. PLUG (2) - IDLE ADJ. NEEDLE
21. SPRING - PUMP RETURN	45. NEEDLE (2) - IDLE ADJUSTING
22. CUP - PUMP	46. SPRING (2) - IDLE ADJ. NEEDLE
23. RETAINER - VACUUM POWER PISTON	47. THROTTLE BODY ASSY.
24. PISTON - VACUUM POWER	

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 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, DIAPHRAGM UNITS OR FLOAT IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (45) - TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 TURN. (DO NOT INSTALL PLUGS AT THIS TIME).

THROTTLE BODY SCREWS (41) TIGHTEN SCREWS TO 30 INCH LBS.

BAFFLE (31) - INSTALL FLOAT THROUGH BAFFLE (BAFFLE TABS POINTING DOWNWARD) AND FLOAT PIN IN HINGE. PLACE PARTS IN BOWL. FULLY SEAT BAFFLE IN BOWL.

NEEDLE & SEAT ASSY. (30) - TIGHTEN TO 200 INCH LBS.

RETAINER (23) - PROPERLY SEAT RETAINER AND RESTAKE. PRESS AND RELEASE VACUUM PISTON A FEW TIMES TO CHECK IF IT IS SECURED.

BOWL COVER SCREWS (14) - TIGHTEN TO 25 INCH LBS. FROM THE CENTER OUT.

ADJUSTMENTS

