



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:

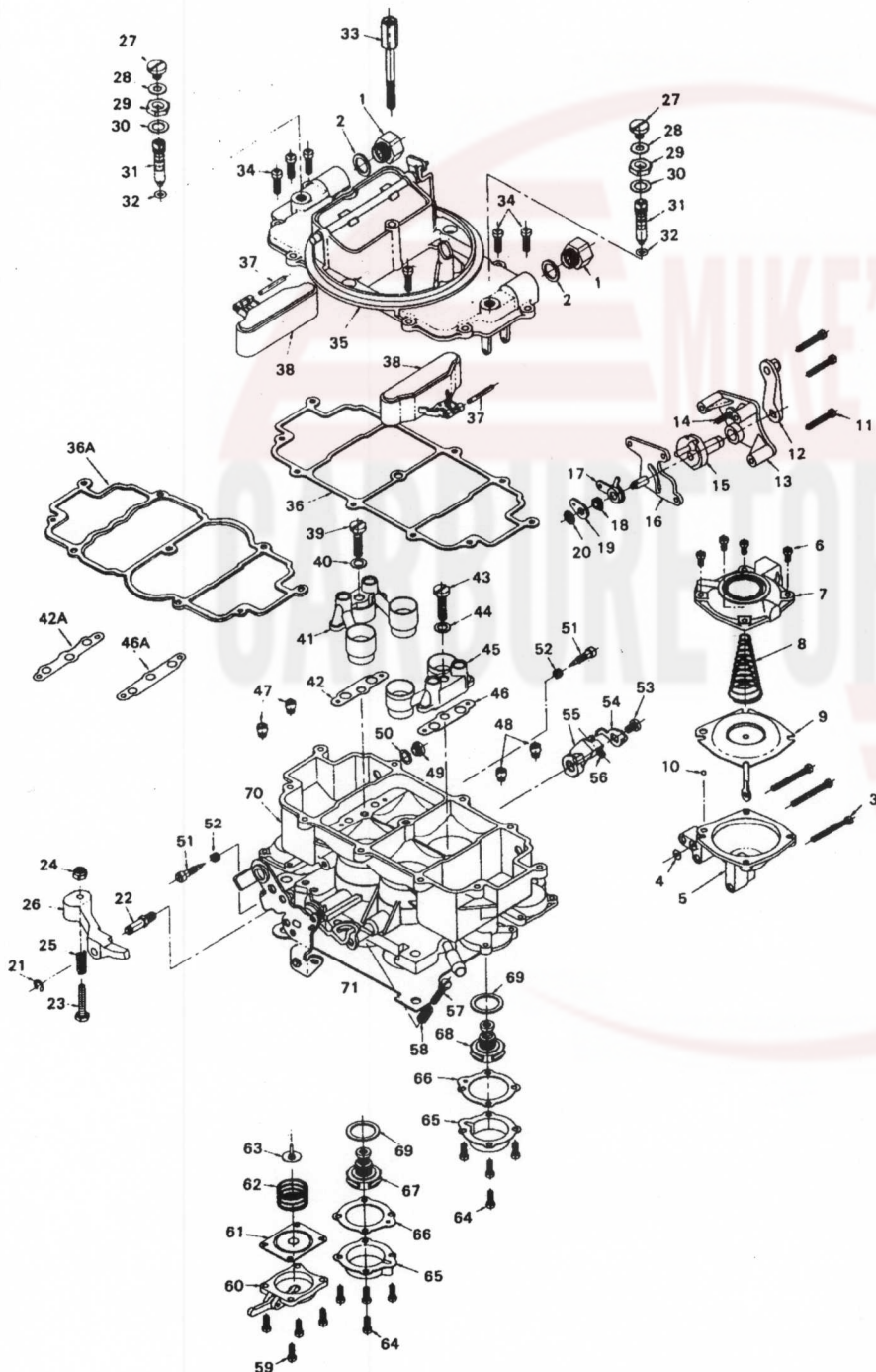
- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats 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.

OFF VEHICLE CARBURETOR SERVICE HOLLEY MODEL 4010/4011

GENERAL EXPLODED VIEW ACTUAL UNITS MAY VARY



NOMENCLATURE

REF. NO.	REF. NO.
1. FUEL INLET FITTINGS (2)	37. PIN, FLOAT (2)
2. GASKETS, FUEL INLET (2)	38. FLOATS, (2)
3. SCREWS, SEC. DIAPHRAGM COVER (3)	39. SCREW, PRIMARY NOZZLE BAR
4. GASKET, SEC. DIA. HOUSING	40. GASKET, PRIM. NOZZLE BAR SCREW
5. SECONDARY DIAPHRAGM HOUSING	41. PRIMARY NOZZLE BAR
6. SCREWS, SEC. DIA. COVER (4)	42. GASKET, PRIMARY NOZZLE BAR
7. SECONDARY DIAPHRAGM COVER	42A USED ON 4011
8. SPRING, SECONDARY DIAPHRAGM	43. SCREW, SECONDARY NOZZLE BAR
9. SECONDARY DIAPHRAGM	44. GASKET, SEC. NOZZLE BAR SCREW
10. CHECK BALL, SEC. DIAPHRAGM	45. SECONDARY NOZZLE BAR
11. SCREWS, FAST IDLE CAM PLATE (3)	46. GASKET, SEC. NOZZLE BAR
12. CHOKE LEVER	46A USED ON 4011
13. FAST IDLE CAM PLATE ASSY.	47. PRIMARY JETS
14. SPRING, FAST IDLE CAM	48. SECONDARY JETS
15. FAST IDLE CAM	49. FUEL LEVEL SIGHT PLUG
16. CHOKE LEVER BACK-UP PLATE	50. GASKET, SIGHT PLUG
17. CHOKE ROD LEVER	51. IDLE ADJUSTMENT NEEDLE (2)
18. SPRING, CHOKE LEVER	52. SPRING, IDLE ADJ. NEEDLE (2)
19. WASHER, CHOKE SPRING RETAINER	53. SCREW, FAST IDLE CAM LEVER
20. FASTENER, PUSH NUT	54. CAM PICK-UP LEVER
21. RETAINER, E-CLIP	55. FAST IDLE CAM LEVER
22. STUD, PUMP LEVER	56. FAST IDLE ADJ. SCREW
23. SCREW, PUMP LEVER ADJ.	57. SCREW, THROTTLE STOP ADJ.
24. NUT, FIBRE LOCKING	58. SPRING, THROTTLE STOP SCREW
25. SPRING, PUMP LEVER ADJ.	59. SCREWS, PUMP DIA. COVER (4)
26. PUMP OPERATING LEVER	60. COVER, PUMP DIAPHRAGM
27. SCREWS, NEEDLE SEAT (2)	61. PUMP DIAPHRAGM
28. GASKETS, NEEDLE SEAT (2)	62. SPRING, PUMP DIAPHRAGM
29. ADJUSTING LOCK NUTS (2)	63. PUMP CHECK VALVE
30. GASKETS, NEEDLE SEAT (2)	64. SCREWS, POWER VALVE COVER (8)
31. NEEDLE AND SEAT ASSY. (2)	65. COVERS, POWER VALVE (2)
32. O-RINGS, NEEDLE AND SEAT (2)	66. GASKETS, POWER VALVE COVER (2)
33. STUD, AIR CLEANER	67. PRIMARY POWER VALVE
34. SCREWS, AIR HORN	68. SECONDARY POWER VALVE
35. AIR HORN ASSEMBLY	69. GASKETS, POWER VALVE (2)
36. GASKET, AIR HORN	70. CARBURETOR BODY
	71. FLANGE GASKET

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH FOR CLEANING AND INSPECTION. DO NOT REMOVE THROTTLE PLATES OR SHAFTS. NOTE INITIAL POSITION OF FUEL NEEDLE SLOT AND RECORD. TURN IDLE NEEDLES IN SLOWLY UNTIL LIGHTLY SEATED, RECORDING NUMBER OF TURNS. NOTE POSITION AND NUMBER OF PRIMARY AND SECONDARY JETS AND RECORD.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE FOREIGN MATERIAL USING A COLD IMMERSION TYPE CARBURETOR CLEANER. 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 PARTS CONTAINING RUBBER, FLOATS, OR DIAPHRAGM ASSEMBLIES.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

THROTTLE BODY SCREWS: CROSS-TIGHTEN IN THREE STAGES TO GET CORRECT TORQUE (50 INCH-POUNDS).

IDLE ADJUSTING SCREWS: TURN IN UNTIL LIGHTLY SEATED, BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY.

JETS: REPLACE IN SAME POSITION AS NOTED DURING DISASSEMBLY.

POWER VALVES: TORQUE TO 100 INCH-POUNDS.

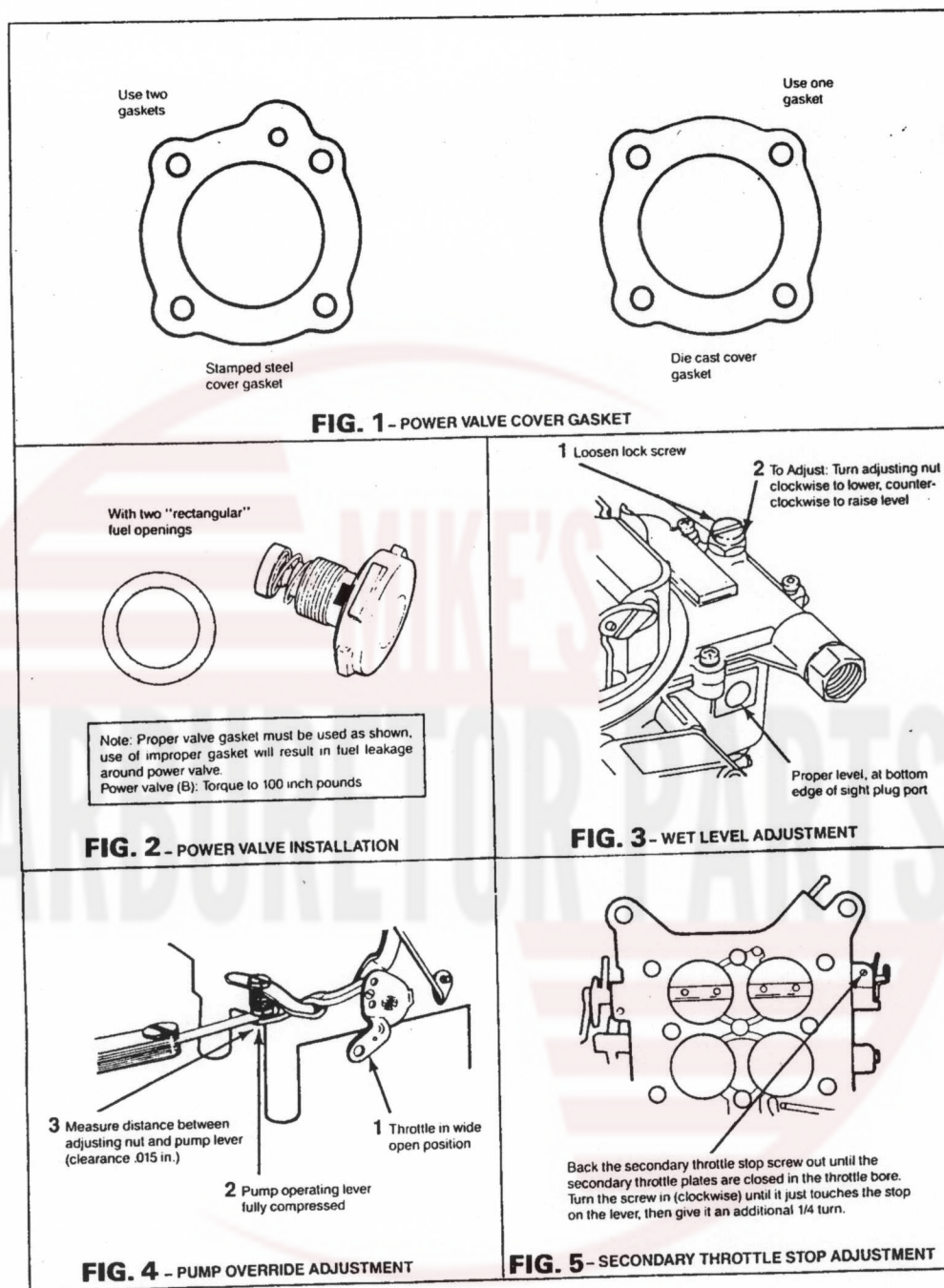
O-RINGS-LIGHTLY LUBRICATE FOR EASIER INSTALLATION.

PUMP INLET CHECK VALVE: LUBRICATE TIP, INSERT IN CENTER HOLE IN PUMP CAVITY-PULL THROUGH FROM FUEL BOWL SIDE UNTIL SEATED.

SEE FIGURE 1 TO DETERMINE CORRECT POWER VALVE COVER GASKET.

SEE FIGURE 2 FOR CORRECT POWER VALVE INSTALLATION.

SEE FIGURE 3 FOR WET LEVEL FLOAT ADJUSTMENT PROCEDURE.



ADJUSTMENT SPECIFICATIONS

CARBURETOR NUMBER	CHOKE CAP SETTING	PUMP CAM POSITION	CHOKE UNLOADER	CHOKE QUALITY
R-84014,R-84015,R-84016,R-84017,R-84022		No. 2		
R-84021		No. 2	.185"	.328"
R-84024,R-84026	INDEX	No. 2	.185"	.328"
R-84010,R-84011,R-84012,R-84013,R-84020		No. 1		
R-84023	INDEX	No. 1	.185"	.328"
R-84018	INDEX	No. 1	.305"	.275"