



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:

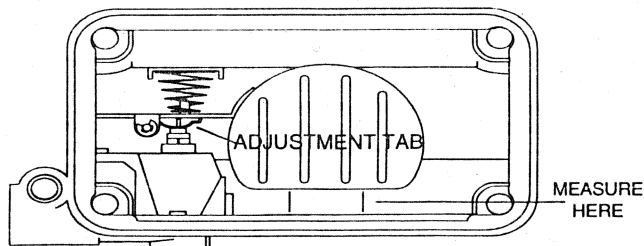
- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats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

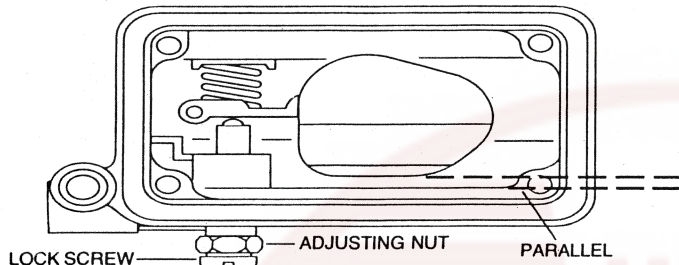
FIG. 1. DRY FLOAT LEVEL ADJUSTMENT

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



WITH FLOAT BOWL INVERTED, MEASURE DISTANCE BETWEEN SURFACE OF FLOAT BOWL AND FLOAT.

FIG. 2. DRY FLOAT LEVEL ADJUSTMENT



WITH FLOAT BOWL INVERTED, TURN NEEDLE SEAT ASSEMBLY UNTIL FLOAT IS PARALLEL WITH SURFACE DIRECTLY BELOW FLOAT. TIGHTEN LOCK SCREW.

FIG. 3. PUMP ADJUSTMENT

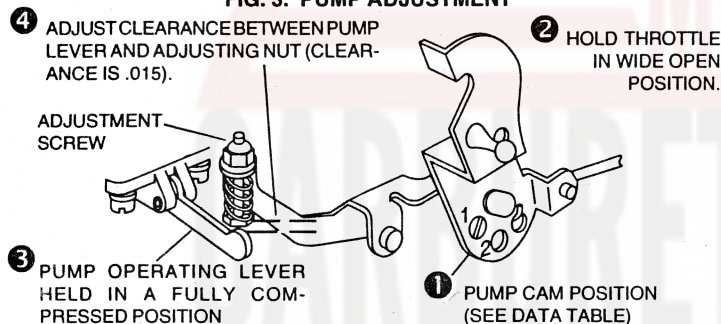


FIG. 4. CHOKE PLATE PULLDOWN ADJUSTMENT

CLEARANCE .140"

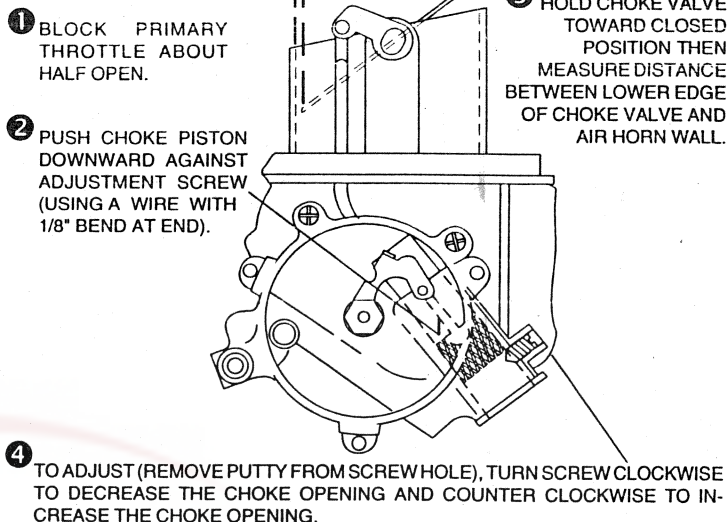


FIG. 5. UNLOADER ADJUSTMENT

CLEARANCE .300"

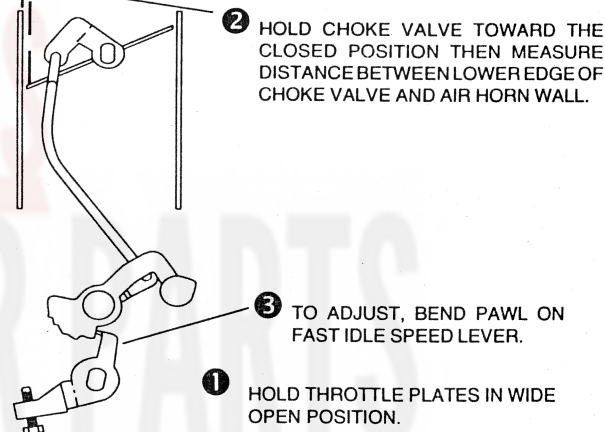
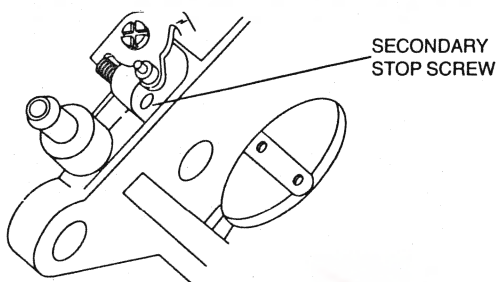
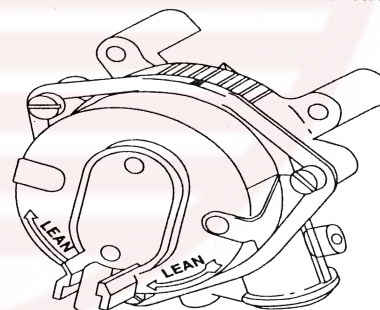


FIG. 4. SECONDARY THROTTLE STOP ADJUSTMENT



BACK OUT SECONDARY THROTTLE STOP SCREW UNTIL SECONDARY PLATES ARE CLOSED. TURN SCREW IN UNTIL IT CONTACTS STOP, THEN TURN SCREW IN 1/2 TURN MORE.

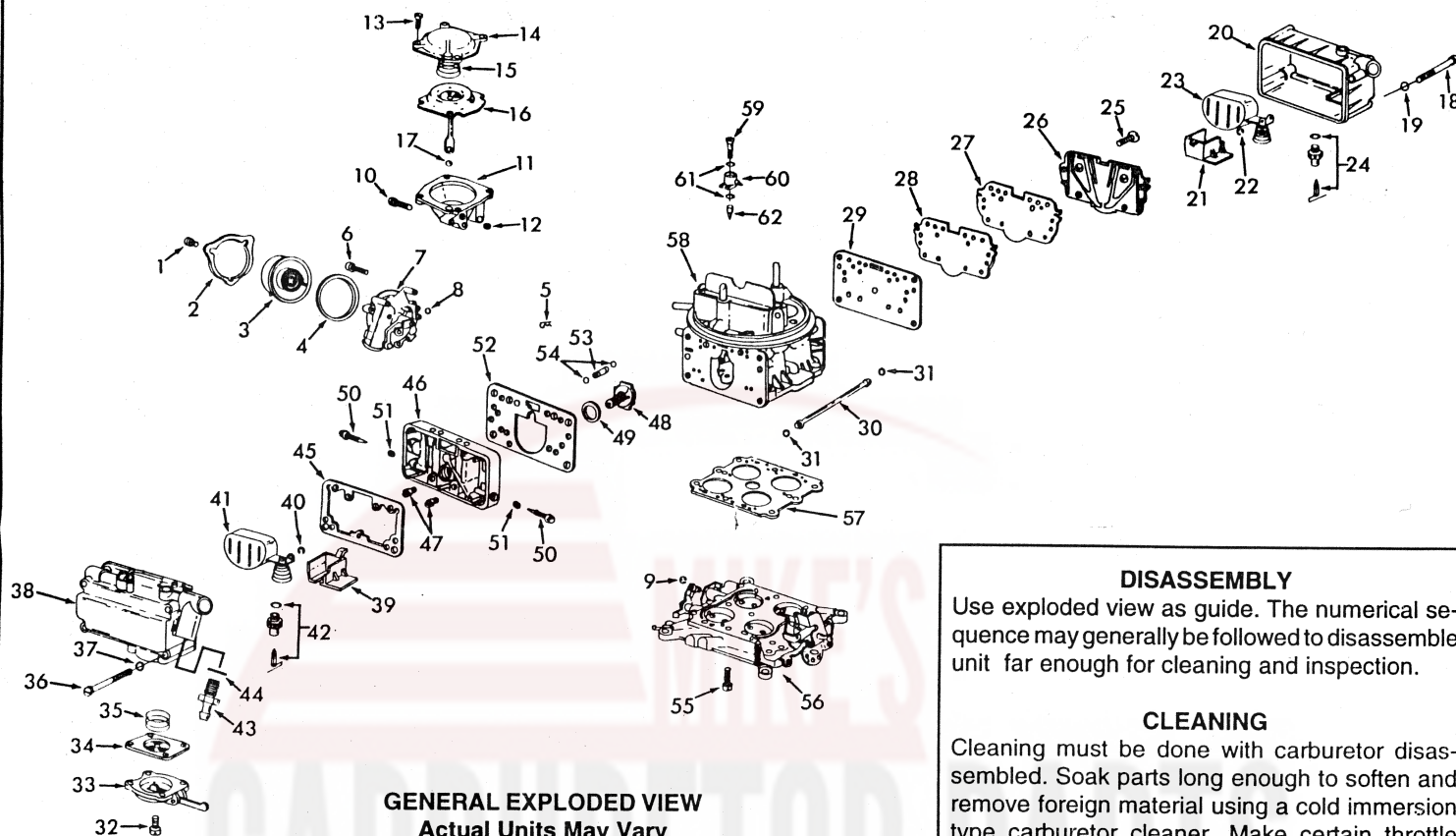
FIG. 6. AUTOMATIC CHOKE SETTING



ALIGN MARK ON STAT COIL WITH PROPER INDEX MARK ON CHOKE HOUSING (SEE DATA TABLE FOR SETTING).

ADJUSTMENT DATA TABLE

Ford Tag No.	Holley List No.	Float Settings Pri.	Float Settings Sec.	Pump Cam Pos.	Choke Cap Setting	Ford Tag No.	Holley List No.	Float Settings Pri.	Float Settings Sec.	Pump Cam Pos.	Choke Cap Setting
C9FF-9510-D	4473	Fig. 2	Fig. 2	#1	Index	E6JL-9510-HA	50418A	5/8"	3/4"	#2	Index
C9FF-9510-E	4608	Fig. 2	Fig. 2	#2	Index	E6JL-9510-JA	50419A	1/2"	5/8"	#1	Index
D1FF-9510-MA	6151	Fig. 2	Fig. 2	#2	Index	E6JL-9510-JB	50419-1A	1/2"	5/8"	#2	2NR
D1FF-9510-NA	6152	Fig. 2	Fig. 2	#2	Index	E8JL-9510-BA	50462A	1/2"	5/8"	#2	Index
D2JL-9510-C	6407	Fig. 2	Fig. 2	#2	3NL	E8JL-9510-CA	50463A	1/2"	5/8"	#2	2NR
D2JL-9510-E	6576	Fig. 2	Fig. 2	#1	3NL	E8JL-9510-DA	50464A	1/2"	5/8"	#1	1NR
D4JL-9510-F	7159	1/2"	5/8"	#2	Index	E9JL-9510-CA	50468A	5/8"	3/4"	#2	Index
D4JL-9510-G	7163	1/2"	5/8"	#1	Index	E9JL-9510-DA	50469A	1/2"	5/8"	#1	2NR
D4JL-9510-J	7128	1/2"	5/8"	#2	Index	E9JL-9510-EA	50470A	1/2"	5/8"	#1	1NR
E0JL-9510-BA	9393	5/8"	3/4"	#2	Index	F1JL-9510-BA	50468-1A	5/8"	3/4"	#2	Index
E0JL-9510-CA	9392	1/2"	5/8"	#1	Index	F1JL-9510-CA	50469-1A	1/2"	5/8"	#1	2NR
E6JL-9510-FB	50399A	1/2"	5/8"	#2	Index						



GENERAL EXPLODED VIEW
Actual Units May Vary

NOMENCLATURE

- | | |
|--|---|
| 1. Screw, Retainer (3) | 31. O-ring, Fuel Line Tube (2) |
| 2. Retainer, Choke Cover | 32. Screw & Lockwasher, Pump Cover (4) |
| 3. Choke Cover Assembly | 33. Cover Assembly, Pump Diaphragm |
| 4. Gasket, Choke Cover | 34. Pump Diaphragm Assembly |
| 5. Retainer, Choke Rod | 35. Spring, Pump Diaphragm |
| 6. Screw & Lockwasher, Choke Hsg (3) | 36. Screw, Primary Fuel Bowl (4) |
| 7. Choke Housing Assembly | 37. Gasket, Primary Bowl Screw (4) |
| 8. Gasket, Choke Housing | 38. Bowl, Primary Fuel |
| 9. Retainer, Secondary Diaphragm Link | 39. Baffle, Primary Fuel |
| 10. Screw & Lockwasher, Secondary Diaphragm Assembly (3) | 40. Retainer, Float |
| 11. Secondary Diaphragm Housing Assy. | 41. Float & Spring Assembly, Primary |
| 12. Gasket, Secondary Diaphragm Hous'g | 42. Needle & Seat Assembly, Primary |
| 13. Screw & Lockwasher, Secondary Diaphragm Cover (4) | 43. Fitting, Fuel Inlet |
| 14. Cover, Secondary Diaphragm | 44. Gasket, Fitting |
| 15. Spring, Secondary Diaphragm | 45. Gasket, Primary Fuel Bowl |
| 16. Diaphragm, Secondary | 46. Metering Body, Primary |
| 17. Ball, Secondary Vacuum Check | 47. Jets, Main (2) |
| 18. Screw, Secondary Float Bowl (4) | 48. Valve, Primary Enrichment |
| 19. Gasket, Secondary Bowl Screw (4) | 49. Gasket, Primary Enrichment Valve |
| 20. Bowl, Secondary Fuel | 50. Needle, Idle Adjusting (2) |
| 21. Baffle, Secondary Fuel | 51. Seal, Idle Adjusting Needle (2) |
| 22. Retainer, Float | 52. Gasket, Primary Metering Body |
| 23. Float & Spring Assembly, Secondary | 53. Tube, Pump Passage |
| 24. Needle & Seat Assembly, Secondary | 54. O-ring, Tube (2) |
| 25. Screw, Secondary Metering Body (6) | 55. Screw & Lockwasher, Throttle Body (6) |
| 26. Metering Body, Secondary | 56. Throttle Body Assembly |
| 27. Gasket, Metering Body | 57. Gasket, Throttle Body |
| 28. Plate, Metering Body | 58. Main Body Assembly |
| 29. Gasket, Fuel Bowl & Metering Body | 59. Screw, Pump Nozzle |
| 30. Tube, Fuel Line | 60. Nozzle, Pump Discharge |
| | 61. Gasket, Pump Nozzle (2) |
| | 62. Needle, Pump Discharge Check |

DISASSEMBLY

Use exploded view as guide. The numerical sequence may generally be followed to disassemble unit far enough for cleaning and inspection.

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 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 ensure thorough cleaning of obscure areas.

CAUTION: Do not soak assemblies with attached plastic parts for a long period of time. Do not soak any 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

Primary idle adjusting needle (50): Turn in until lightly seated, then back 1 1/4 turn.

Screws listed below must be tightened in three stages crosswise to arrive at the correct torque. Throttle body gasket (57): Be sure holes are properly matched to throttle body. Torque throttle body screws to 50 inch lbs.

Enrichment valve (48): Install with gasket and torque to 100 inch lbs.

Primary and secondary fuel bowls (38, 20): Before installing, make dry float level adjustment. Bowl screw installation (36, 18): Install gaskets (37, 19) on screws before installing, then torque evenly in stages to 40 inch lbs.

Fuel line tube (30): Install o-rings (31) on the extreme ends of the tube. They will roll on the tube when installing the fuel bowls.

O-rings: Lubricate lightly before installing.