



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.

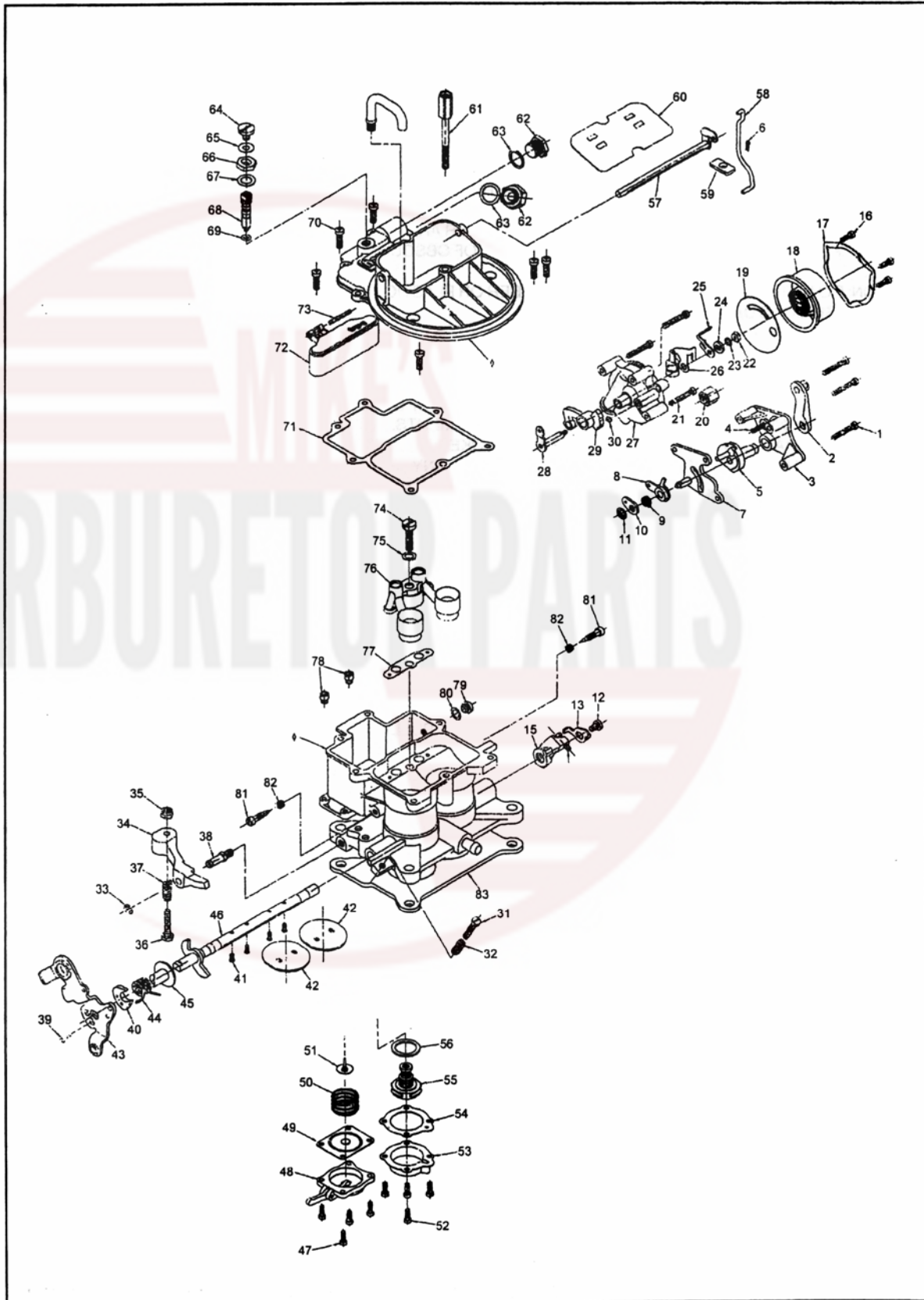
Accelerator Pumps:

- 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 2010

1. FAST IDLE CAM PLATE SCREW
2. CHOKE LEVER AND SWIVEL ASSY.
3. FAST IDLE CAM PLATE
4. FAST IDLE CAM SPRING
5. FAST IDLE CAM
6. CHOKE ROD RETAINER
7. CHOKE LEVER BACK-UP PLATE
8. CHOKE ROD LEVER MOLDED
9. CHOKE LEVER SPRING
10. CHOKE SPRING RET. WASHER
11. PUSH NUT FASTNER
12. FAST IDLE CAM LEVER SCREW
13. CAM PICKUP LEVER
14. FAST IDLE ADJ. SCREW
15. FAST IDLE CAM LEVER
16. THERMOSTAT CAP CLAMP SCREW
17. THERMOSTAT CAP CLAMP
18. THERMOSTAT & CAP ASSY. INDEXED
19. THERMOSTAT CAP GASKET
20. COMPRESSION NUT
21. CHOKE HOUSING SCREW
22. HEX NUT
23. LOCKWASHER
24. CHOKE THERMOSTAT LEVER SPACER
25. CHOKE THERMOSTAT LEVER
26. THERMOSTAT LEVER & PISTON ASSY.
27. CHOKE HOUSING & PLUGS ASSY.
28. CHOKE HOUSING SHAFT & LEVER ASSY.
29. FAST IDLE CAM ASSY.
30. CHOKE HOUSING GASKET
31. THROTTLE STOP SCREW
32. THROTTLE STOP ADJ. SCREW SPRING
33. E-RING RETAINER
34. PUMP OPERATIVE LEVER ASSY.
35. FIBRE LOCKING NUT
36. PUMP LEVER ADJ. SCREW
37. PUMP LEVER ADJ. SCREW SPRING
38. PUMP LEVER STUD
39. PUMP CAM SCREW
40. PUMP CAM
41. THROTTLE PLATE SCREW
42. THROTTLE PLATE
43. THROTTLE LEVER
44. THROTTLE RETURN SPRING
45. THROTTLE LEVER BUSHING
46. THROTTLE SHAFT & STOP LEVER ASSY.
47. PUMP DIAPHRAGM COVER SCREW
48. ACCEL. PUMP DIAPHRAGM COVER ASSY.
49. ACCEL PUMP DIAPHRAGM ASSY.
50. PUMP DIAPHRAGM RETURN SPRING
51. POWER VALVE COVER SCREW
52. POWER VALVE COVER
53. POWER VALVE COVER GASKET
54. POWER VALVE
55. POWER VALVE GASKET
56. CHOKE SHAFT & LEVER ASSY.
57. CHOKE ROD RETAINER
58. CHOKE ROD SEAL
59. CHOKE PLATE
60. AIR CLEANER STUD
61. FUEL INLET FITTING
62. FUEL INLET FITTING GASKET
63. FUEL VALVE SEAT SCREW
64. SEAT LOCK SCREW GASKET
65. FUEL VALVE SEAT LOCK NUT
66. NEEDLE & SEAT ADJ. NUT GASKET
67. FUEL INLET NEEDLE & SEAT ASSY.
68. O-RING SEAL
69. AIRHORN SCREW
70. AIRHORN GASKET
71. FLOAT & TAB AAY.
72. FLOAT SHAFT
73. NOZZLE BAR SCREW
74. NOZZLE BAR SCREW GASKET
75. NOZZLE BAR ASSY.
76. NOZZLE BAR GASKET
77. MAIN JET
78. FUEL LEVEL PLUG
79. FUEL LEVEL PLUG GASKET
80. IDLE ADJ. NEEDLE
81. IDLE ADJ. NEEDLE SPRING
82. FLANGE GASKET



GENERAL EXPLODED VIEW
Actual units may differ from illustration

DISASSEMBLY INSTRUCTIONS

REST THE CARBURETOR ON A REPAIR STAND TO AVOID DAMAGE TO THE THROTTLE PLATES DURING RENEW PROCEDURES. USE EXPLODED VIEW AS A GUIDE, AND FOLLOW THE NUMERICAL SEQUENCE IN GENERAL TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. DO NOT REMOVE THROTTLE PLATES OR SHAFT. OBSERVE AND RECORD THE INITIAL POSITION OF THE NEEDLE SLOT. TURN THE IDLE NEEDLES CLOCKWISE UNTIL LIGHTLY SEATED, RECORDING THE NUMBER OF TURNS REQUIRED TO SEAT THE NEEDLES. THIS PROCEDURE IS NECESSARY TO REINSTALL THE IDLE NEEDLES AFTER RENEWING.

CLEANING INSTRUCTIONS

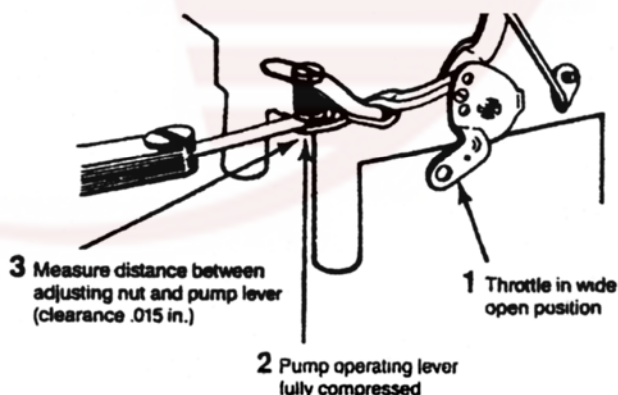
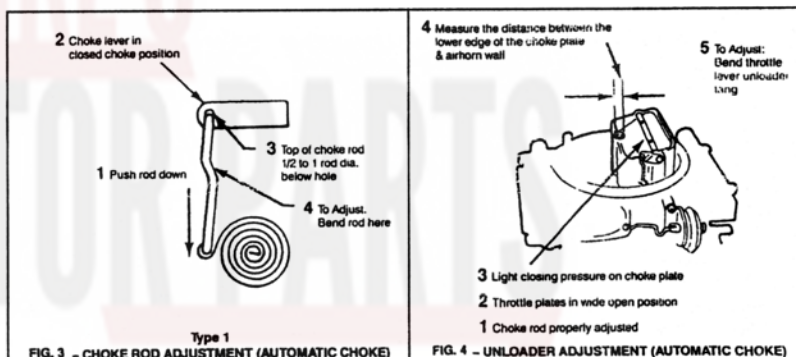
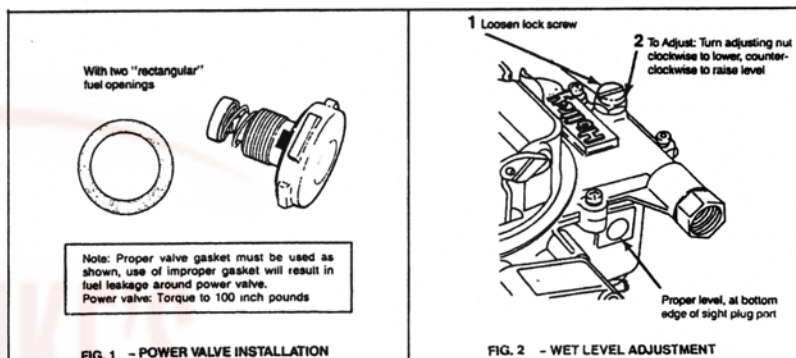
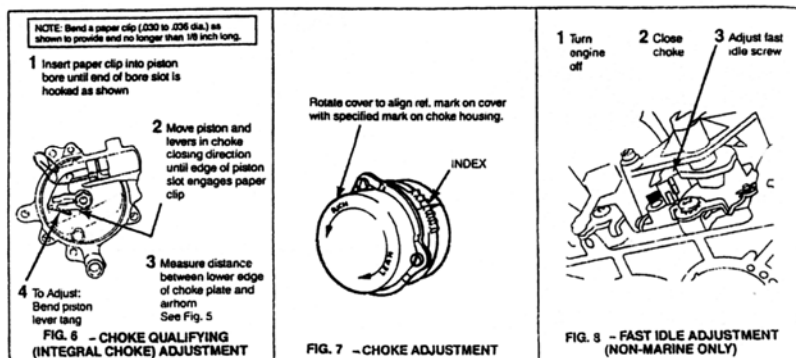
CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR SOLVENT. LACQUER OR DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING RUBBER OR PLASTIC MATERIAL. SERIOUS DAMAGE COULD RESULT.

REASSEMBLY INSTRUCTIONS

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW OUTLINE IN MAKING ADJUSTMENTS. MANUALLY OPERATED THE THROTTLE LEVER AND CHOKE MECHANISM,, CHECKING FOR BINDING OR MALFUNCTION. ANY BINDING OR INTERFERENCE COULD CAUSE THROTTLE TO STICK DURING OPERATION AND RESULT IN LOSS OF CARBURETOR THROTTLE CONTROL (OR UNCONTROLLED ENGINE SPEED). CHECK CARBURETOR TO BE SURE THERE ARE NO LEAKS, FLOODING , WHICH MIGHT CAUSE A FIRE.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES-TAPERED PORTION OF NEEDLE MUST BE STRAIGHT AND SMOOTH. IF GROOVED OR RIDGED, A NEW NEEDLE SHOULD BE INSTALLED. PUMP INLET CHECK VALVE-LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE IN PUMP CAVITY. PULL THROUGH FROM FUEL BOWL SIDE UNTIL SEATED.



ADJUSTMENT SPECIFICATIONS

Carburetor Number	Choke Cap Setting	Pump Cam Position	Choke Unloader	Choke Qualify
R82020, R82011, R82012		#1		
R82020, R82021	Index	#1	.003"	.175"-.225"